The Hong Kong Daily Press.

No 1320 第一千三百二十號 同治辛未年唐七月廿七日 HONGKONG, MONDAY, 11TH SEPTEMBER, 1871. 禮拜一 英九月十一號 香港 [PRICE $2½ PER MONTH.

Arrivals.

Sept. 8, PETER, North Ger. bk., 399, Richelsen, Cardiff 1st May, Coals.—WM. PUSTAU & Co.

Sept. 8, EDWARD MARQUARD, Siam. bark, 301, Hochreuter, Bangkok August 18th, Rice and Wood.—CHINESE.

Sept. 9, HONGKONG, North Ger. bk., 334, J. Cluver, Saigon 30th August, and Cape St. James September 1st, Rice.—MELCHERS & Co.

Sept. 9, CIRATOR, Brit. steamer, 317, Hill, from Canton, General.—BUTTERFIELD & SWIRE.

Sept. 10, SPARTAN, Brit. bg., 213, Carphin, from Whampoa.—GRUN & Co.

Sept. 10, PING-ON, Amer. str., 466, Deville, from Canton, General.—OLYPHANT & Co.

Sept. 10, CERES, North German bark, J. Schwartz, Saigon 26th August, and Cape St. James 30th, Rice.—WM. PUSTAU & Co.

Sept. 10, CHANNEL QUEEN, Brit. bk., 600, Lemfertey, Cardiff May 6th, Coals.—MESSAGERIES MARITIMES.

Sept. 10, CHINA, North Ger. str., 642, Hennings, from Canton, General.—SIEMSSEN & Co.

Departures.

Sept. 9, NEVA, str., for Singapore, &c.
Sept. 10, YESSO, str., for East Coast.
Sept. 10, SEDAN, str., for Canton.
Sept. 10, JAPAN, for Whampoa.

Clearances.

AT THE HARBOUR MASTER'S OFFICE, 9TH SEPTEMBER.

Yesso, str., for East Coast.
Yot tung, str., for Swatow.
Sedan, str., for Canton.
Record, for San Francisco.
Anna, for Penang.
Veronica, for Whampoa.
Japan, for Whampoa.

Passengers.

Per *Yesso*, str., for East Coast,—
Mr. and Mrs. Alexander and Mr. Sauberlees.

Reports.

The Siam bark *Edward Marquard*, from Bangkok on 18th August, reports fine weather and light monsoon to Pulo Sapata; from thence had light variable winds and calms as far as the Macclesfield Bank; then had Southerly winds till the afternoon of the 8th, after which had E.N.E. winds till arrival in port.

Auction Sales To-day.

J. M. ARMSTRONG.
Barque *Courier*.

H. JURGENS & Co.
Sundry Articles.

DA SILVA & Co.—At 8 30 P.M.
Jewelleries.

ANY communications with our late Branch of Hongkong, or M. V. LAVOISIER, are to be directed care of J. WILLAUME, Esq., Hongkong.

DERODE, DUBOIS & Co.
1m 1398 Hongkong, 15th August, 1871.

DENTISTRY

BY

V. D. COLLINS, D.D.S.,
No. 7, Arbuthnot Road,
HONGKONG.
tf 1219 Hongkong, 17th July, 1871.

HONGKONG HOTEL.

THIS Hotel is leased from this date by LEE A-FONG, and will remain under the management of Mr. FRAS. W. G. VON STOCKHAUSEN.

The Lessee, who is already known to the public of Hongkong, will exert himself to the utmost of his power to please his patrons, and make them comfortable. He will likewise pay strict attention to any suggestions that Ladies or Gentlemen may offer him, and hopes thereby to be favoured again with the patronage he enjoyed formerly.

N.B.—All receipts will be signed by Mr. F. W. G. VON STOCKHAUSEN, who likewise will sign all orders for stores of any kind required for the Hotel. The payment for any articles not ordered by him cannot be guaranteed.

tf 1490 Hongkong, 1st September, 1871.

A HANDSOME PHAETON with hood, suitable for Single Horse or a Pair.

Very fine Manila CIGARS, per box or per case.

LANE, CRAWFORD & Co.
tf 1414 Hongkong, 21st August, 1871.

MEATS.

THE Undersigned begs to inform the Residents of Hongkong that he will supply Prime Joints of BEEF, VEAL, and MUTTON, on the most reasonable terms. Corned Rounds, Humps, and Tongues always on hand, and will be sent addressed by any of the coast steamers, freight free. Any persons requiring joints will please send their orders by first opportunity, addressed to

L. HUTCHINGS,
Compradore, Swatow.
tf 1476]

FOR SALE.

ONE Superior High Pressure Horizontal STATIONARY STEAM ENGINE, complete, of 10 Horse Power.

One highly finished Extra-strong and Powerful Direct-acting Single Cylinder PORTABLE STEAM ENGINE, complete, of 12 Horse Power, manufactured by MESSRS. CHARLES D. YOUNG & CO., PERTH. Apply to

MELCHERS & Co.
3m 1426 Hongkong, 23rd August, 1871.

GEORGE GLASSE.

(FIVE YEARS MANAGER TO KINSFORD & Co., PICCADILLY LONDON, AND 28, PLACE VENDOME, PARIS),

ENGLISH AND FOREIGN CHEMIST
VICTORIA DISPENSARY,
HONGKONG AND YOKOHAMA.
SHIPS' MEDICINE-CHESTS
SUPPLIED AND REFITTED.
tf 2036 Hongkong, 3rd September, 1867.

SAIL MAKING.

WILLIAM DOLAN having returned to Hongkong, has resumed his business of SAIL MAKING in all its branches, at his old place in *Duddell Street*, and solicits the patronage of the Public.

He has on hand a fine assortment of 8 and 10 ounce RAVINS DUCK, suitable for Boat Sails or Awnings.

tf 858 Hongkong, 30th April, 1869.

E. R. HANDLEY,

HOUSE AND SHIP PLUMBER,
COPPER SMITH,
BRASS FOUNDER AND GAS FITTER.
(LATE PATERSON & HANDLEY),
70 F, *Praya West*,
Next to the P. & O. Coal Stores,
tf 1681] HONGKONG. [Sept. 15

A. MILLAR & CO.,

HOUSE, SHIP, AND STEAMBOAT PLUMBERS.
COPPERSMITHS & BRASSFOUNDERS.
No. 1, Queen's Road East and Nullah Lane,
Opposite H.M. Naval Dock Yard.
tf 387 Hongkong, 1st March, 1871.

JOHN SKINKER, SAN FRANCISCO, CALIFORNIA.
Successor to ROBMOND GIBBONS & Co.,
Sold Agents for:

Winchester Repeating Arms and Ammunition, Du Pont's Blasting and Sporting Powder, Lake Superior and Pacific Fuse Company's Eagle Safety Fuse. [1y 589 April 6

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

SUBSCRIBED CAPITAL—5,000,000 of Dollars.

Court of Directors:—
Chairman—HON. R. ROWETT.
Deputy Chairman—T. PYKE, Esq.

E. R. Belilios, Esq.	Julius Menke, Esq.
A. Joost, Esq.	S. D. Sassoon, Esq.
Wm. Lemann, Esq.	G. F. Weller, Esq.
H. Melchers, Esq.	

Managers:—
Hongkong—James Greig, Esq.,
Chief Manager.
Shanghai—David McLean, Esq.
London Bankers—London and County Bank.

HONGKONG.
INTEREST ALLOWED.

On Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.

On Fixed Deposits:—
For 3 months' 2 per cent. per annum,
6 „ 4 „ „
12 „ 5 „ „

LOCAL BILLS DISCOUNTED.

Credits—granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts—granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

JAMES GREIG, *Chief Manager.*
Offices of the Corporation,
No. 1, Queen's Road East.
tf 1062] Hongkong, 9th September, 1871.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND declared for the Half-year ending on 30th June last, at the rate of Twelve per cent. per annum, say $7.50 per paid-up Share of $125, and $4.50 per Share on which $75 have been paid, is payable on and after TUESDAY, the 15th instant, at the Offices of the Corporation, where Shareholders are requested to apply for Warrants.

By order of the Court of Directors,
JAMES GREIG,
Chief Manager.
tf 1385 Hongkong, 14th August, 1871.

GERMAN BANK OF LONDON (Limited).

DIRECTORS,
GEORGE ALBRECHT, Bremen.
EDWARD HENRY GREEN, London.
CARL KLOTZ, Frankfort-on-the-Main.
VICTOR FREIHERR VON MAGNUS, Berlin.
JULIUS MAY, Frankfort-on-the-Main.
ADOLPH VOM RATH, Cologne.
CHARLES FERDINAND RODEWALD, London.
FREDERICK RODEWALD, London.
THOMAS SELLAR, London.
RUDOLPH SULZBACH, Frankfort-on-the-Main.
L. JOSEPH SPEYER, Frankfort-on-the-Main.

Managing Director—OTTO NESTLE.
Assistant-Manager—LEOPOLD BONN.
Auditor—GEORGE THOMAS BROOKING.
Bankers—THE LONDON JOINT STOCK BANK, LONDON.

The Capital of the German Bank of London, Limited, is £2,000,000, divided into 200,000 Shares of £10 each: of which 60,000 Shares, representing a capital of £600,000, have been issued, subscribed for, and allotted, and are intended to be fully paid up within six months.

The Bank is established in London, and has no branches on the Continent or abroad. It is now prepared to open business, to negotiate approved securities, and generally to attend to transactions appertaining to Foreign banking business.

Bartholomew House, Bartholomew-lane, London, E.C., April, 1871. [6m 1070 June 24

NOTICE.

THE undermentioned Local Insurance Offices are prepared to issue Policies, covering Merchandize by *first-class Steamers to London, via Suez Canal*, at the following rates of premium.

		with average	f.p.a.
From Canton......	Tea,	...... 2¼%	1¼%
„ Macao......	Silk,	...... 2 %	1¼%
„ Hongkong	Other Merchandize,	2¼%	1¼%

JARDINE, MATHESON & Co.,
General Agents, Canton Insurance Office.

N. J. EDE,
Secretary, Union Insurance Society of Canton.

J. KENNARD DAVIS,
Agent, North China Insurance Company.

RUSSELL & Co.,
Agents, Yangtsze Insurance Association of Shanghai.

AUGUSTINE HEARD & Co.,
General Agents, China Traders Insurance Company, Limited.

WM. PUSTAU & Co.,
Agents, China and Japan Marine Insurance Company.

OLYPHANT & Co.,
General Agents, Chinese Insurance Company, Limited.
tf 872 Hongkong, 18th May, 1871.

THE HONGKONG FIRE INSURANCE COMPANY, LIMITED.

REDUCTION IN RATES ON CHINESE RISKS.

ON and after the 15th instant, the minimum rate for the insurance against Fire of Chinese Premises in this Colony will be reduced to Two per cent. per annum.

JARDINE, MATHESON & Co.,
General Managers,
Hongkong Fire Insurance Co., Limited.
tf 1997 Hongkong, 14th November, 1870.

TAKASIMA COLLIERY, NAGASAKI.

THE Undersigned are prepared to supply Coals from the Takasima Colliery (8 foot seam), in quantities as required, to be delivered on board ship in this Harbor.

Note.—The Specific Gravity of Takasima Coal is 1.245, it contains 82.07 per cent. of Carbon, and is admitted to be fully equal to the best English North Country Coal for steaming and all other purposes.

GLOVER & Co.
Agent in Hongkong,
NORTON, LYALL & Co.
tf 1951 Nagasaki, Japan, October, 1870.

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. Tennent, Glasgow, and Messrs. David Corsar & Sons Arbroath.

ARNHOLD, KARBERG & Co.
tf 410 Hongkong, January, 1867.

IT is hereby notified that the interest, and connexion of Messrs. LO WING CHOON and Lo Yü Yow, with the undersigned firm ceased from the 1st of May, 1871, and that the undersigned will not hold himself RESPONSIBLE for any debts, whatever contracted by the said LO WING CHOON and Lo Yü Yow of the TYE SENG HOE.

LO KEE SENG.
6m 1399 Singapore, 1st August, 1871.

NOTICE.

OUR present manager, Mr. CUSSUM CADERDINA, being about to return to Bombay, Mr. PEERMOHMED CADERDINA has resumed charge of our business in China. Any outstanding accounts with our former manager are requested to be sent in by the 10th instant, after which none will be admitted.

HAJEE ADUM ESMAIL & Co.
7d 1515 Hongkong, 5th September, 1871.

Intimations.

THE CHINESE INSURANCE COMPANY, (LIMITED).

CAPITAL—1,500,000 DOLLARS, IN 1.500 SHARES OF 1,000 DOLLARS EACH.

PAID UP CAPITAL 300,000 DOLLARS.

Directors.
W. H. CONDIT, Esq., (Messrs. Smith, Archer & Co.)
E. R. BELILIOS, Esq.
GEO. CRICHTON, Esq., (The Borneo Company, Limited.)
HERMANN MELCHERS, Esq., (Messrs. Melchers & Co.)
E. A. HITCHCOCK, Esq., (Messrs. Olyphant & Co.)
And Two Chinese merchants to be selected by the native shareholders after the allotment of shares.

Bankers:
THE CHARTERED MERCANTILE BANK OF INDIA, LONDON & CHINA.

HEAD OFFICE—HONGKONG.

General Agents—Messrs. OLYPHANT & Co.

Agents in London,—
MESSRS. FORBES, FORBES & Co.,
No. 9, King William Street.

Agents:—

Amoy..............	Messrs. H. A. PETERSEN & Co.
Batavia...........	THE BORNEO CO. LIMITED.
Bombay...........	Messrs. SIR CHARLES FORBES & Co.
Calcutta.........	„ ATKINSON, TILTON & Co.
Canton...........	„ OLYPHANT & Co.
Chefoo...........	„ FERGUSSON & Co.
Chinkiang........	„ J. M. CANNY & Co.
Foochow..........	„ OLYPHANT & Co.
Hakodadi.........	„ HOWELL & Co.
Hankow...........	„ EVANS & RAINBOW.
Hiogo............	„ SMITH, BAKER & Co.
Kiukiang.........	„ R. FRANCIS & Co.
Manila...........	„ FINDLAY RICHARDSON & Co.
Nagasaki.........	„ HOLME, RINGER & Co.
Ningpo...........	„ J. S. HUDSON & Co.
Penang...........	„ SANDILANDS, BUTTERY & Co.
Saigon...........	„ A. G. HOGG & Co.
San Francisco,	WM. N. OLMSTED, Esq.
Shanghai.........	Messrs. OLYPHANT & Co.
Singapore........	THE BORNEO CO. LIMITED.
Swatow...........	Messrs. DIRCKS & Co.
Tientsin.........	JOHN HANNA, Esq.
Yokohama.........	Messrs. SMITH, ARCHER & Co.

THE Company having been Registered under the "Companies Ordinance, 1865," and its shares allotted, will be prepared to grant Policies on Marine Risks to all parts of the World, at current rates, on and after 1st May next.

In addition to the usual brokerage, Thirty-three and one third per centum (33⅓%) of the profits of the Company will be distributed annually as a Bonus among Contributing Shareholders, proportionately to the amount of premia paid by them.

OLYPHANT & Co.,
General Agents.
tf 707 Hongkong, 25th April, 1871.

THE NORTH-CHINA INSURANCE COMPANY.

ESTABLISHED 1ST JANUARY, 1863.

CAPITAL SH. TLS. 1,500,000 IN 1,000 SHARES OF TLS. 1,500 EACH. SUBSCRIBED CAPITAL SH. TLS. 300,000 OR TLS. 300 PER SHARE.

Provisional Committee:
E. H. LAVERS, Esq., *Chairman*, Messrs. Gilman & Co.
F. PORTER, Esq., Messrs. Gibb, Livingston & Co.
E. C. SMITH, Esq., Messrs. Turner & Co.
J. J. MILLER, Esq., Messrs. J. Jarvie & Co.
A. SCHROERS, Esq., Messrs. Textor & Co.
H. G. PEMBERTON, Esq., Messrs. Adamson Bell & Co.

HEAD OFFICE, SHANGHAI.

A GENERAL MEETING was held at Shanghai on the 1st May, 1871, and it was resolved to form a Company for a further period of three years from 1st January, 1872, to be called the "North China Insurance Company," and the Directors of the present Company 1869-71 were appointed a Provisional Committee for that purpose.

At an adjourned meeting of intending shareholders, held on 22nd May, 1871, a draft Prospectus was submitted, and a resolution passed approving of the basis upon which the Provisional Committee proposed to reorganise the Company.

The Net profits of the Company will be divided amongst the shareholders in the following proportions, viz.—

ONE THIRD (33⅓%) to shareholders rateably in proportion to the number of shares.

TWO THIRDS (66⅔%) to shareholders rateably in proportion to the Net Premia contributed by each.

Notice is hereby given that applications for shares in the undermentioned form will be received at the offices of the Company in Shanghai, or through the Agents at the several ports, until 30th September, and from London until 31st October, 1871.

Applications for shares from persons not resident in Shanghai must be accompanied by Power of Attorney to their Agents to sign the Deed of Settlement, and represent them in all matters connected with the Company.

Shanghai, 27th May, 1871.

FORM OF APPLICATION FOR SHARES.
To the Provisional Committee of the
NORTH CHINA INSURANCE COMPANY.
(Term 1872-74.)

GENTLEMEN, hereby request that you will allot to Shares in the above Company, and agree to accept such Shares or any less number you may allot to , and agree to pay the first Call of Tls. 300 per Share, and all subsequent Calls, and to subscribe the Deed of Settlement whenever required to do so.

Gentlemen,
Your obedient Servant,

Forms of application for shares can be obtained at the Head Office, or by application to the Agents of the Company.

tf 974 Shanghai, 29th May, 1871.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above-mentioned Ports.

JAS. B. COUGHTRIE,
Secretary.
Hongkong, 5th April, 1871. [tf 335

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1870.

SHAREHOLDERS in the above Company are requested to furnish the undersigned with a List of their contributions for the year ending 31st December last, in order that the distribution of 20% of the nett profits reserved for Contributors may be arranged. Returns not rendered prior to the 31st October next, will be adjusted by the Company, and no claims or alterations will be subsequently admitted.

JARDINE, MATHESON & Co.,
General Managers.
tf 1310 Hongkong, 1st August, 1871.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions from Captain OSMOND, to sell by Public Auction,

THIS DAY,

the 11th September, 1871, at noon, on board,—
For account of the concerned,
The English Barque
"*COURIER,*"
of 361 Tons register, as she now lies on the beach at Kowloon Bay.

The Hull, one Anchor and Chain will be sold in one lot.

The Spars, Sails, Gear, Spare Anchors and Chains, Stores, Furniture, &c., &c., will be sold in separate lots.

The Vessel was re-metaled 7 months ago.

For further particulars apply to the Undersigned.

TERMS OF SALE.—Cash on the fall of the hammer in Mexican dollars, weighed at 7.1.7. The vessel to be at the purchaser's risk on the fall of the hammer.

J. M. ARMSTRONG,
Auctioneer.
1527 Hongkong, 7th September, 1871.

GENERAL WEEKLY AUCTION.

H. JURGENS & Co. will sell by Public Auction,

THIS DAY,

the 11th September, 1871, at their Sales Rooms, Queen's Road, at noon.—

BLANKETS, RUGS, SOCKS, LINEN, FLANNELS, TWEEDS, DAMASK, REPS, PEN KNIVES, Fancy SOAPS, MATCHES, White and Colored PRINTING PAPER, CHAMPAGNE, BRANDY, &c.

Also,

An Invoice of American CLOCKS, different shapes.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.

1536 Hongkong, 8th September, 1871.

NIGHT AUCTION,

OF
JEWELLERIES! JEWELLERIES! JEWELLERIES!
THIS (MONDAY) EVENING,
the 11th instant, at 8.30 p.m.

DA SILVA & Co. respectfully invite the attention of the Public to their beautiful and valuable assortments of Italian and Persian JEWELLIES, comprising:—

Complete Sets of Best Coral NECKLACE, BROOCHES, BRACELETS, EARRINGS, Gent.'s STUDS and SLEEVE BUTTONS, &c., &c.

Which they will offer for Sale, together with a variety of other GOODS, such as:—

Electro-plated, Japanese and Glass WARE, Kerosine LAMPS, STATUETTES, Musical BOXES, VASES, PICTURES, &c., &c.

TERMS OF SALE.—Cash before delivery in Mexican dollars weighed at 7.1.7.

1545 Hongkong, 9th September, 1871.

BOARD and LODGING for a Single Gentleman, quite private; apply at No. 59, Wyndham Street.

tf 1520 Hongkong, 6th September, 1871.

No. 125.

GOVERNMENT NOTIFICATION.

REWARD OF 250 DOLLARS.

WHEREAS on Monday, the 28th instant, at about 7 P.M., a Robbery with Violence was committed upon Mr. GEORGE L. TOMLIN, First Clerk in the Surveyor-General's Department, near the junction of Caine Road and Arbuthnot Road. It is hereby notified, that a REWARD of $250 will be paid to any Person or Persons, who shall give such information to the Police as will lead to the apprehension and conviction of the guilty Parties.

The above Reward will be apportioned at the discretion of His Excellency the Lieutenant-Governor, in the event of such information being supplied by more than one Person.

A Free Pardon will be granted to any Person implicated in the crime, who may give such information, provided he be not the actual perpetrator thereof.

By Command,
J. GARDINER AUSTIN,
Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 29th August, 1871. [tf 1471

ORIENTAL HOTEL, BILLIARD ROOMS AND BOWLING ALLEYS.

Proprietor—J. BAYNES.

THE above Hotel is now open for the reception of Visitors to this Port, and every comfort will be ensured to Patrons visiting this establishment. A *table d'hôte* at the undermentioned hours, when the viands provided will leave Patrons nothing to desire:—

Breakfast, from 9 to 11 A.M.
Tiffin, „ 1 „ 3 P.M.
Dinner, „ 7 „ 9 P.M.
Refreshments can be obtained at all hours.

Wines and Spirits of the best quality only.

French, Spanish, Italian and German Spoken.
tf 1200 Hongkong, 14th July, 1871.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the DOCK COMPANY'S ESTABLISHMENTS at the above Port afford every facility, at moderate charges,

for
REPAIRING AND SPARRING VESSELS
AND
CLEANING AND PAINTING IRON SHIPS AND STEAMERS.

THEIR LARGE GRANITE DOCK,

Has 286 feet length on the blocks, and at average spring tides can receive Vessels of 16 to 17 feet draught. It has a

CAISSON GATE, AND POWERFUL CENTRIFUGAL STEAM-PUMP,

And an Engineers' work-shop fitted with Lathes and Tools, driven by steam. Iron and Brass Foundries, Boiler-makers' shop, a large Smithy, and Carpenters' and Boat-builders' sheds. All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, Vessels drawing 12 feet.

Spars, Timber, and other Dock-yard material kept in stock.

Quarters for Officers, and a DRY GODOWN or STORES, of Vessels under repair.

tf 2317 Amoy, December, 1868.

FOOCHOW DOCK.

RIVER MIN.

THE above granite floored DOCK, of the following Dimensions, viz: Length, 300 feet, Breadth at Bottom, 40 feet, is capable of receiving Vessels drawing 13 to 16 feet, as the state of the Tides will allow. The Dock runs dry to the Blocks and is pumped out by Steam.

The above premises comprise a large Machine-Shop, containing a

WITHWORTH'S 12-INCH SCREW CUTTING GAP LATHE,
DRILLING AND SCREWING MACHINES,
A LARGE SMITHY, &c., &c., &c.

Large Godowns are on the premises for STOWAGE OF CARGO, &c., &c. A large Stock of Woods, Metal, &c., &c., always on hand.

The Dock Steam Tug *Woosung* is available at all times to tow vessels to or from Sea, at current rates, on application to

J. S. LAMONT,
Superintendent.

The list of Charges for lighting or remetalling vessels can be obtained from

Messrs. NORTON, LYALL & Co., Hongkong.
Messrs. LANE, CRAWFORD & Co., Shanghai.
tf 876 May 3

Houses, Lands, Tenements, &c.

TO LET.

TO LET,
With immediate possession.

THE Ground-floor of our PREMISES facing Queen's Road.

SANDER & Co.
tf 1505 Hongkong, 5th September, 1871.

TO LET.

HOUSE, No. 6, in Pedder's Hill; and HOUSES, No. 3 and 4, in Seymour Terrace.

Apply to
DAVID SASSOON, SONS & Co.
tf 1494 Hongkong, 2nd September, 1871.

TO LET.

THE Two Commodious 8 Roomed HOUSES, known as 1 and 2, Westbourne Villas, and situated on the Caine Road, Stabling, Flower and Kitchen Gardens. Gas and Water laid on. Apply to

RAWLING, MEDLEN & Co.
1251 Hongkong, 24th July, 1871.

HOUSES TO LET.

IN various Parts of Hongkong. A list of HOUSES with *size, locality* and *terms* can be seen at No. 47, *Wyndham Street.*

THOS. W. BARRINGTON.
tf 642 Hongkong, 11th March, 1867.

TO LET,
With possession early in April.

THAT very desirable RESIDENCE, Glenseskin House, now in the occupation of the Hon. J. PAUNCEFOTE.

For particulars, apply to
ROB. S. WALKER & Co.
tf 434 Hongkong, 10th March, 1871.

TO LET.

THE Commodious GODOWNS, Business PREMISES and RESIDENCE, formerly occupied by Messrs. MELCHERS & Co., situated at the junction of Graham and Wellington Streets.

Gas and Water laid on. Possession may be taken in March next. Apply to

T. G. LINSTEAD.
tf 182 Hongkong, 30th January, 1871.

TO BE LET.

THE commodious Offices and Godowns formerly in the occupation of Messrs. HOLLIDAY, WISE & Co., situated on Marine Lot 11, and fronting the Praya. Possession can be had on 1st April next.

For particulars of rent, &c. Apply to
TURNER & Co.
tf 76 Hongkong, 13th January, 1871.

TO LET.

THREE first-class two story GODOWNS, situate on Inland lot No. 73, opposite Fletcher & Co.'s old premises, at present in occupation of the Military.

Possession can be had early in February.

Apply to
TURNER & Co.
tf 183 Hongkong, 30th January, 1871.

TO LET,
(With possession on 1st January, 1871).

THAT very desirable BUNGALOW, situate at *Pokfoolum*, and known as "BELMONT," at present in the occupation of J. MENKE, Esq. Bowling Alley, Coach House, 4-stalled Stable, &c., attached. Water laid on. Apply to

GILMAN & Co.
tf 2192 Hongkong, 17th December, 1870.

TO LET.

FIRST-CLASS Granite GODOWNS, at Wanchi. Apply to

ROB. S. WALKER & Co.
tf 41 Hongkong, 9th January, 1871.

TO LET.

FIRST-CLASS Granite GODOWNS, at *Wanchai*, from 12 to 30,000 piculs capacity. Apply to

S. E. BURROWS & SONS.
tf 1790 Hongkong, 17th September, 1869.

FOR SALE, EX "NEW ARRIVALS."

AN INVOICE of first quality Hoth's RUSSIAN ROPE, consisting of:—

4 stranded ROPE, from 7½-inches downwards.
3 „ „ „ 3½ „ „
BOLT ROPE, „ 5½ „ „
RATTLINE-STUFF, HOUSE-LINE, MARLINE, HAMBROLINE, 2 and 3 YARN SPUNYARN.

Best English-made White LINES, viz.: Hand Lead LINES, Signal HALYARDS, LOG-LINES, Fishing LINES.

PUMP and Rigging LEATHER.

Copper TACKS, Copper Boat NAILS and BURRS.

India Rubber PACKING.

Canvas HOSE.

Brown Tarred SHEATHING FELT.

Peacock's Patent COMPOSITION.

SOFT SOAP, for Engine purposes.

Wire Tube BRUSHES, assorted sizes.
Paint BRUSHES, do. possible do.

White Brothers' best Portland CEMENT.

KEROSINE OIL.

At LAMMERT, ATKINSON & Co.
tf 1169 Hongkong, 10th July, 1871.

FOR SALE, by private contract, the Three first-class GODOWNS situate on Inland lot No. 73, opposite the premises formerly occupied by Messrs. FLETCHER & Co.

For particulars, &c., apply to
TURNER & Co.
tf 534 Hongkong, 29th March, 1871.

NOTICE.

ESTATE OF WILLIAM BALFOUR KINNEAR, Esq., *Deceased.*

ALL persons having claims against the Estate of the late WM. B. KINNEAR, late of Foochow, deceased, are requested to send particulars thereof to the Undersigned, on or before the 1st October next, otherwise such claim will not be admitted. All persons indebted to, or holding funds or property of, the said WM. B. KINNEAR, are requested to communicate as soon as possible with the undersigned.

HENRY LOWCOCK,
Attorney for GEORGE THOMAS KINNEAR,
Sole Executor.
tf 1454 Hongkong, 26th August, 1871.

FOR SALE.

THE British Screw Steamship
"CHIEFTAIN,"
late H.B.M. Steam Corvette "Mutine," as she now lies, ready for sea, in the port of Yokohama, with Sails, Rigging, Anchors, Chains, Boats, &c.

She is of 882 Tons, Builders' Measurement, and carries two direct acting horizontal Engines of 200 Horse Power.

Also, 5 Steel Rifled Guns, with Ammunition to suit, which can be sold separately, if required, to suit purchasers.

For further particulars, apply to
Messrs. FINDLAY, RICHARDSON & Co.,
Yokohama,
or,
1m 1478] THE BORNEO CO. LIMITED.

Intimations.

HONGKONG GENERAL CHAMBER OF COMMERCE.

THE General Half-yearly MEETING of the Chamber will be held TO-MORROW, the 12th instant, at 3 P.M., at the Rooms of the Chamber, CITY HALL, to receive the Report of the Committee and Statements of Accounts of the Secretary for the half year ending June 30th, 1871.

By order,
A. NOEL BLAKEMAN,
Secretary.
9d 1502 Hongkong, 2nd September, 1871.

THE HONGKONG PIER AND GODOWN COMPANY, (LIMITED).

THE undersigned are prepared to receive until noon on FRIDAY, the 15th proximo, Tenders for the supply of about 130,000 cubic feet of Bilian Wood, or the same quantity of Timber in Manila Hard-wood, Ypil, and other kinds; also for about 73,000 superficial feet of 3 inch Hardwood Planking; and for various other services in connection with the New Pier and Godowns at Spring Gardens.

Plans and Specifications may be seen, and proper forms of Tender obtained, between the hours of 10 A.M. and 4 P.M.

WILSON & SALWAY,
Architects and Civil Engineers.
7, Queen's Road,
Hongkong, 24th August, 1871. [21d 1445

CHINA SEA, SAIGON AND STRAITS STEAMSHIP COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Second Ordinary Half-yearly MEETING of Shareholders in the Company will be held at the Company's Office, Victoria, Hongkong, on FRIDAY, the 15th day of September next, at 3 o'clock in the afternoon for the purpose of receiving the Report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Auditors.

By order of the Board of Directors,
AUGUSTINE HEARD & Co.
General Agents.
19d 1457 Hongkong, 26th August, 1871.

CHINA SEA, SAIGON AND STRAITS STEAMSHIP COMPANY, LIMITED.

NOTICE.

THE Transfer Books of the Company will be closed from the 2nd to the 15th day of September next, both days included.

By order of the Board of Directors,
AUGUSTINE HEARD & Co.,
General Agents.
19d 1458 Hongkong, 26th August, 1871.

UNION INSURANCE SOCIETY, OF CANTON.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given, that the Ordinary half yearly MEETING of the Shareholders of the Society will be held at its Head Office, Hongkong, on FRIDAY, the 29th instant, at three o'clock p.m., for the purpose of receiving the report of the Directors together with a statement of accounts to 30th June last.

By order of the Board,
N. J. EDE,
Secretary.
23d 1524 Hongkong, 7th September, 1871.

UNION INSURANCE SOCIETY, OF CANTON.

NOTICE.

THE Transfer Books of this Society with be closed from the 15th to the 29th instant, both days included, during which period no transfer of shares can be registered.

By order of the Board,
N. J. EDE,
Secretary.
33d 1525 Hongkong, 7th September, 1871.

NOTICE.

VICTORIA FIRE INSURANCE COMPANY OF HONGKONG, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1870.

SHAREHOLDERS in the above Company are requested to hand to the undersigned, before the 31st October next, a List of their Contributions for the year ended 31st December, 1870, in order that the distribution of 20% of the nett Profits reserved for Contributors, may be ascertained. Should any Shareholders fail to make the returns above described, their Accounts will be made up in conformity with the Books of the Company.

By order,
AUGUSTINE HEARD & Co.,
Secretaries.
85d 1349 Hongkong, 8th August, 1871.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND declared for the Half-year at the rate of Five per cent. per annum will be payable at the Hongkong and Shanghai Bank on and after the 17th instant.

Dividend Warrants can be obtained from the Secretary at the office of the Company, Club Chambers, on and after THURSDAY, the 17th instant.

By order,
G. N. MINTO,
Secretary.
1m 1393 Hongkong, 15th August, 1871.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND, at the rate of Sixteen per cent. per annum, or $6 per share, declared at the Ordinary Half-yearly Meeting of Shareholders held yesterday, will be payable at the HONGKONG AND SHANGHAI BANKING CORPORATION on and after THURSDAY next, the 20th instant. Shareholders are requested to apply at the office of the Company for Warrants.

By order of the Board of Directors,
AUGUSTINE HEARD & Co.,
General Agents.
tf 1222 Hongkong, 18th July, 1871.

INDO-CHINESE SUGAR COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

SHAREHOLDERS are hereby notified that in accordance with the 36th Clause of the Articles of Association of the Company, the Third Call of Twelve Dollars and Fifty cents per share is payable on the 30th *June* current, at the HONGKONG AND SHANGHAI BANKING CORPORATION.

Interest at the rate of Twelve per cent. per annum will be charged on all calls paid *after that day.*

By Order,
A. NOEL BLAKEMAN,
Secretary.
tf 986 Hongkong, 8th June, 1871.

VICTORIA FIRE INSURANCE COMPANY OF HONGKONG, LIMITED.

THIS Company, with its Head Office at Hongkong, and Agencies at the various Treaty Ports in China and Japan, is prepared to issue Policies of Insurance, at the current rates of Premium at the respective places.

AUGUSTINE HEARD & Co.,
Secretaries.
tf 557 Hongkong, 1st April, 1871.

NOTICE.

THE undersigned are prepared to SUPPLY STEAMERS with good CARDIFF COAL at $12 per Ton, delivered alongside.

TAN KEN SENG & BROS.
tf 1470 Saigon, August, 1871.

Intimations.

FOR MELBOURNE AND SYDNEY.

THE well-known A 1 Clipper Ship
"ONWARD,"
Wm. Whyte, Master, having the greater portion of her Cargo engaged, will have immediate despatch for the above ports.

For Freight or Passage, apply to
ROZARIO & Co.
tf 1548 Hongkong, 11th September, 1871.

FOR MANILA.

THE Spanish Brig
"VILLA DE RIVADABIA,"
Captain Castillo, will have quick despatch for the above port.

For Freight or Passage, apply to
BRANDAO & Co.
tf 1549 Hongkong, 11th September, 1871.

LE soussigné, gérant du Consulat de France à Hongkong, a l'honneur d'informer le Public qu'un service funèbre sera célébré en l'Eglise Catholique, le Mardi 12 Septembre, 1871, à 8h du matin pour le repos de l'ame de feu et regetté M. Maugat, ex-Capitaine du navire français *Nancy*, mort victime de son devouement dans le typhon du 2 de ce mois.

CH. L. DE LA FOREST,
Gérant du Consulat de France.

(*Translation.*)

The undersigned, Acting French Consul at Hongkong, has the honor to inform the public that a funeral service will be celebrated at the Catholic Church, TO-MORROW, 12th instant, at 8 A.M., for the repose of the soul of the late Captain Maugat, of the French barque *Nancy*, who died a victim to his conscientious performance of duty in the typhoon of the 2nd instant.

CH. L. DE LA FOREST,
1550] *Acting French Consul.*

HONGKONG CRICKET CLUB.

A MEETING of Members of this Club will be held at the Hongkong Club House on FRIDAY next, the 15th instant, at 6.30 P.M., for the purpose of confirming the rules proposed at the Extraordinary Meeting on the 1st inst.

M. S. TONNOCHY,
Hon. Secretary.
5d 1549 Hongkong, 11th September, 1871.

REWARD.

REWARD OF 250 DOLLARS.

WHEREAS on Thursday, the 7th September, 1871, at about 8 P.M., an attempt of Robbery with violence was committed upon Mr. AUGUST LAUE, (Clerk to Messrs. KOSS & Co.,) a subject of His Majesty the Emperor of Germany, near the City Hall, on the Cricket Ground, Hongkong; it is hereby notified that a REWARD of $250 will be paid to any person or persons who shall give such information as will lead to the apprehension and conviction of the guilty party or parties.

The above Reward will be apportioned at the discretion of the undersigned, in the event of such information being supplied by more than one person.

EIMBCKE,
Consul for the North-German Confederation.
tf 1547 Hongkong, 9th September, 1871.

FOR SALE.

500 CASKS best PORTLAND CEMENT, Apply to

FREDERIC DEGENAER.
2m 1541 Hongkong, 8th September, 1871.

NOTICE is hereby given, that on and after MONDAY, the 11th instant, and until further notice, the road beyond the gate of the Protestant Cemetery, Wong-nei-Cheong, will be closed, during repairs to the Bridge. A temporary roadway will be opened to the Public through the Race Stand Enclosure.

L. H. MOORSOM,
Surveyor General.
Surveyor General's Office,
Hongkong, September 7th, 1871. [4d 1538

NOTICE OF REMOVAL.

ROSE & Co. have temporarily REMOVED their Business Premises from the Corner of Pottinger and Wellington to that of D'Aguilar and Wellington Streets, opposite Club Chambers, the Premises formerly occupied by Mr. A. BOYER.

tf 1532 Hongkong, 7th September, 1871.

HUGH PIERCY AUSTIN.

ALL Persons having claims against the above estate are requested to send them in on or before the 1st day of October, 1871, to the undersigned.

J. GARDINER AUSTIN,
Colonial Secretary,
Administrator.
tf 816 Hongkong, 11th May, 1871.

FRENCH BARQUE "*CECIL ET MARIE.*"

NOTICE.

NEITHER the undersigned, Captain, or Owners of the above will be responsible for any debt that may be contracted by the officers or crew of the said vessel during her stay in port.

A. NEWTON,
Manager,
Hongkong and China Gas Co., Ld.,
Consignees.
7d 1507 Hongkong, 5th September, 1871.

MR. WM. KUFEKE having retired from our firm by mutual consent, his interest and responsibility in the same ceased on the 31st December, 1870; that of Mr. A. GRANDHOMME expired by his death on the 18th June, 1871.

Mr. E. SALTZKORN has this day been admitted a partner in our firm.

BEHRE & Co.
1m 1514 Saigon, 1st September, 1871.

A LOS SEÑORES ESPAÑOLES.

SE dan lecciones en Ingles a precios muy modicos.

Address "X. Y. Z.," *Daily Press* Office.
tf 1345 Hongkong, 8th August, 1871.

Notices to Consignees.

FROM BOMBAY AND PENANG.

THE British barque "*ANNIE HENDERSON,*" E. Griffiths, Master, having arrived in the harbour, is ready to discharge. Consignees of Cargo by her are requested to send in their Bills of Lading for countersignature to the undersigned, and take immediate delivery.

Cargo impeding the discharge of the vessel will be landed and stored at the risk and expense of the Consignees, without further notice.

N. MODY & Co,
Agents.
7d 1534 Hongkong, 7th September, 1871.

STEAMER *HISTORIAN*, FROM CALCUTTA, PENANG, AND SINGAPORE.

CONSIGNEES of Cargo by the above-named Steamer are hereby notified that their Goods are being discharged, landed and stored, at their risk, into the Godowns of the undersigned, whence delivery may be obtained. Goods remaining in store after the 8th inst., will be subject to rent.

Consignees will please send their Bills of Lading for countersignature to

JARDINE, MATHESON & Co.,
East Point, 4th September, 1871. [7d 1503

STEAMSHIP *SEDAN*, FROM HAMBURG AND SINGAPORE.

CONSIGNEES of Cargo by the above Steamer are requested to send in their Bills of Lading to the undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the steamer will be landed and stored at Consignees' risk and expense.

SIEMSSEN & Co.
tf 1420 Hongkong, 22nd August, 1871.

BIRTH.

At Hongkong, on the 10th instant, Mrs. A. F. SAMPSON, of a Son.

The delivery of the *Daily Press* from this office commenced on Saturday morning at 10.05, and the last messengers left the office at 10.25.

The Daily Press

HONGKONG, SEPTEMBER 11TH, 1871.

ONE of the strangest tendencies of the English nation is its proneness to seize some sentimental subject on which to inflict a species of moral self laceration. Every now and then the British nation discovers that it is doing some grievous wrong in some out of the way part of the world, and that it is scarcely possible to find words sufficiently strong to designate the heinous offence of which it is guilty. It then proceeds to a kind of political penance, and without investigating the true merits of the special subject which has been taken up, loudly cries "peccavimus," and works itself up into a wonderful state of virtuous indignation. China has long been a stock subject on which to give vent to these sentiments. It seems to be positively delightful to some men to declare that their countrymen who are far away are degrading the national reputation, the satisfaction apparently consisting in an inward feeling that while appearing magnanimously to admit the shortcomings of their nationals, the particular people who indulge in the sentiment would not for a moment be guilty of the wrongs which they condemn. The Opium question and the Missionary question have long been treated in this manner. Without any real knowledge of the facts, the British public long ago debited itself with a great deal of ignominy in regard to the former, though of late years—that is, since there has been a chance of the Indian Revenue becoming diminished—they have discovered that there are two sides to the question, having been forced in self-defence to ascertain whether the great outcry that was made was really founded upon the true merits of the case. In regard to the Missionary question, there seems at the present time to be a thorough determination to assume that foreign nations are completely in the wrong, and are doing a grievous injury to China by actually asking to be permitted to propagate so defective a system of religion and morality as Christianity. A third broad question of the same sort has been recently brought before the Home public, and with the same results. The coolie traffic has been forced upon their attention by the recent tragedies on board the *Nouvelle Penelope* and the *Dolores Ugarte*, and straightway we find that two of the leading papers are furious in their self-condemnation because England has not put it down. The *Pall Mall*, which seems particularly favoured with articles of this class, assumes without the slightest hesitation that it is the duty of England to undertake the suppression of the trade and asks with delicious *näiveté* what the Chinese may say when they know that we fail to give to the natives of their country the same protection which we accord to the ryots in India. One could hardly imagine that the answer to so simple a question would escape the notice of so well-informed a paper as the *Pall Mall*; but the plausible point is made, and the public at home so far deceived. The simple answer is, that the ryots in India are under British rule, and consequently Great Britain is absolutely called upon to protect them, while she is not responsible for preventing Chinese being kidnapped in their own country. So far as she is called upon to take precautions in the matter, she has done so, and no emigration is permitted to be conducted in British vessels except under regulations designed to put down such abuses as are notoriously connected with the traffic if left without supervision. In what way Great Britain can be held to blame because a French or a Peruvian ship takes Chinese coolies from a Portuguese Colony, it would puzzle most people to discover. Yet the affair is spoken of in the Home papers as though it were one for which England was in the highest degree to blame; and we make no doubt that a large number of people who are in complete ignorance of the circumstances fully believe such to be the case. That it would be an admirable thing, if Great Britain could arrange in common with the other Great Powers to put down such an abuse as the Macao coolie trade, there can be little question; but the idea that she is to blame for its existence, as is set forth in the home papers, is simply preposterous. The only result of this kind of blind enthusiasm is that England repeatedly sympathises with wrongs with which she has nothing to do, in such a way that she does considerably more harm than good by her indirect or direct interference in them. "Ought we not to see that right is done in this or that terrible affair?"—"Should we not manifest our sympathy with the oppressed?"—"Is it not the high destiny of the nation to put down flagrant abuses all over the world?"—are the popular questions which are asked whenever a matter of this kind is taken into consideration. But, unfortunately, in the majority of instances, while giving way to this kind of sympathy, England does more harm than good to the objects of her pity; and after the enthusiasts have enjoyed the luxury of going to meetings and making fine speeches about the wrongs of slaves, coolies, or oppressed nationalities, the result commonly is that if action be taken at all, it is taken in such a way as to do infinitely more harm than good.

Such it is to be feared may be the case with respect to the coolie traffic. That something should be done to crush out such abuses as exist at Macao, no one acquainted with the question can for a moment doubt, but it would be the greatest mistake, as seems to be at present likely, if in their enthusiasm to do this, foreign nations should make the mistake of throwing obstacles in the way of legitimate Chinese emigration. If there is any country in the world to which emigration is likely to prove beneficial, that country is China; and it is therefore to be regretted that there are signs of a mistaken enthusiasm arising with respect to the coolie traffic, in which what is good in it may be stamped out in common with what is evil. Labour contracts may, and repeatedly are, entered into with Chinese, which are of a perfectly *bonâ fide* description, and which redound to the benefit of both employers and employed. Only the other day, out of a number of coolies who were engaged to proceed to San Francisco by the Pacific Mail, to be taken thence to the Southern States, and who refused to go on the voyage on account of not receiving their advance from the native broker, a number came to the person engaging them, and expressed themselves as only too anxious to go, advance or no advance. To put artificial restrictions upon emigration of this kind, would clearly be a very great error; and there is apparently a danger that people in Europe and the United States may be hurried into this mistake. It will be well that all efforts should be made to put down a trade such as that conducted at Macao, but care ought to be taken in doing so that a legitimate and useful traffic be not at the same time put a stop to.

* * *

COOLIES IN PERU.

The following interesting description of the state of the coolies in Peru is given by Mr. Jerningham, H.B.M. Chargé d'Affaires at Lima:—

TO THE EARL OF CLARENDON.

LIMA, *March* 9, 1869.

MY LORD,—It appears that, from what is now published in the papers, the Portuguese Consul-General, in the month of August last year, in writing to the Governor of the Portuguese Colony of Macao on the subject of coolies imported into Peru, mentioned a circumstance, the truth of which had been recently denied in the *Comercio* newspaper, which is the following:—

He says: "An agriculturist from this coast took forty-eight contract Chinamen in Callao, and fearing probably that he might lose them, marked them with a hot iron as if they were slaves. The press of the country denounced the deed as a crime; and on my part I had to protest against a thing so contrary to Christian civilization, and to the ideas of a republican country, and remit to your Excellency copy of this note and answer which was given me by the Minister for Foreign Affairs of this country. The affair was brought before the tribunals, but I do not know when it will be terminated; however, whatever may be the result, your Excellency shall be informed when the cause is ended."

Copy of the Portuguese Consul-General's note to Senhor Polar, then Minister for Foreign Affairs, and his Excellency's reply, are herewith inclosed, as well as copy of the Decree of the Governor of Macao and Timor, prohibiting further exportation of coolies until official information was received of the adoption of energetic means to forbid deeds such as the one complained of.

The publication of these documents in the public press has led lately to several observations regarding the state of the Chinese emigrants in Peru, and also the policy of this kind of immigration as affecting the future interests and population of the republic.

When Peru was a Colony of Spain, of course African slaves were imported hither as into most Spanish Colonies, and in considerable numbers. In general they were, I believe, well treated. Since the manumission of blacks during General Castilla's Presidency in 1855, thoughts were naturally turned towards where to obtain supplies of agricultural labourers, and after the practice of other nations, Chinese coolies were brought into Peru, where at present, between those working out their contracts, and those who are perfectly free, there must be several thousand,—say 10,000.

Most of those who have been brought hither under contract, on their arrival were, generally taken up by the chief "hacendados," agriculturists and proprietors, to work upon their estates; and the position of the coolies, or most of them, of course with many exceptions, has been, it is to be feared, not the most satisfactory to the Chinese themselves.

The difference between the black and the Chinaman may have contributed in many cases to this unenviable state of things. The blacks came to this country a raw material; soon picked up the language, and easily became initiated in the religion, customs, and ideas of their masters; but the coolie, on the contrary, has remained in general pre-eminently Chinese in almost every respect, except that of learning easily to speak the language, and making himself handy in general pursuits; the blacks soon became nationalized, but as a race of slaves; the Chinese never lose their national predilections; and although members of an inferior class in their own country, and possessing more intelligence than the blacks or the native Indians, are therefore more keenly sensitive regarding their position, as many cases of suicide and desperation manifestly evince.

The blacks Christianized had the advantage of community of ideas with the Peruvians in general; the Chinese brought up under Pagan influences finds himself isolated in this respect, seeks for the society of his fellow-countrymen, talks his own tongue when he can, and indulges in many vices which unfortunately accompany him from his native soil, among which gambling and opium-smoking are not the least detrimental to his progress and civilization. Not having the same strength as the black, though more agricultural knowledge and system, his physical nature must have at times been severely tried; and the lean and wretched specimens which are to be seen at times, both in Lima and the country, show that these men must have wrestled hard with their lot in performance of their various tasks in working out their contracts.

When the Chinese have got free of the contract work, they generally contrive to repair to towns and villages, where they set up as vendors of vegetables, rice, Indian corn, and are very apt in buying and selling the necessaries of life, and often realize considerable profits. They also enlist their services in culinary occupations; a great many houses here, and in other towns throughout Peru, employ them as cooks, in which art they become tolerably efficient.

When they become perfectly free of the "haciendas," and are their own masters, their lot in Peru is the same as that of the population in general; and provided they do not offend against the laws, they are not persecuted or interfered with by the authorities. Not mixing up with the people, they are neither liked nor particularly disliked, but are looked upon as a kind of anomaly in the social body, with whom no one cares to have much communication.

The coolie trade, under its best aspect, can hardly be looked upon as much other than a kind of white Slave Trade, legalized by certain laws and regulations which there is too much reason to fear are not always conscientiously complied with, especially, it may perhaps be conjectured, in the operations of obtaining the emigrants.

There may be very good people engaged in it, and there may be others who are sufficiently hardened to consider it nothing more than a commercial speculation, such as importing dry goods or cattle; their chief object being to get the cargo into port in an undamaged state. Of late years, according to reports which are in the papers, the coolie voyages to Callao being in general successful, have not called for much remark or observation. These emigrants chiefly come hither in Italian or native vessels.

Last year, however, as an example that the Chinese are not always so enchanted in coming hither from their native country, a vessel which had brought a cargo of them put into Callao, and the subsequent episode demonstrates that, when an occasion offered, these colonists even had recourse to violence to get back again to China. They were placed in a smaller vessel to be conveyed up the coast north to their destination. From accounts received towards the end of last year, it would appear that, after leaving Callao, the coolies rose upon the captain and crew; killed several, and the captain's life was only spared in consequence of a coolie, to whom he had been kind, interceding for him. They then set the vessel's head for China; and after much difficulty reached the coast of Kamschatka, where they let the captain go, and escaped.

That there are ferocious characters amongst some of these emigrants is evident. Not long ago at Guadaloupe, or thereabouts in North Peru, a coolie, for some reason or other, killed seven persons in a family where he was employed. He was seized by the authorities and brought under escort to some small town, where he was locked up for the night. The populace hearing this, broke into the prison, dragged him forth, and in spite of the authorities kindled a fire and burnt him. Another case occurred not along ago, also in North Peru. A Chinaman in some altercation stabbed the overseer of the estate; the populace seized him likewise, and committed him to the flames.

This summary treatment shows the kind of feeling which some of the lower orders in a North Peruvian province harbour against the coolies. Any of the worst Peruvian assassins would never have experienced a similar mode of punishment in his own country.

If such examples are repeated, I apprehend something disagreeable will happen some day when the coolies are massed together; and that serious acts of vengeance may be attempted, which the local authorities may not find it so easy to prevent. The greatest criminals can only be punished by the local authorities, and not by the populace. They know that, and therefore such incidents as above related are dangerous precedents.

To those who affect really to see Peru move along the road of progress, Chinese immigration presents a system that ought to be discontinued; because, although agriculture may be for a moment benefitted, the country in the end will gain nothing as to improvement in the population, or in the useful increase of industrial knowledge.

What these countries want are emigrants from civilized countries; families who might live in terms of intimacy and reciprocal friendship with the natives of the soil, and improve them by examples, and intermix by marriage in forming an industrious people.

This is a hard problem to solve for many reasons, but the increased importation of Chinese will never solve it.

Those Chinese who settle down here with Peruvian wives only obtain mulattos and persons of Indian or negro origin. The descendants of these, although they might become more intelligent than the parental stock, would probably, unless a great religious and educational move preserved them, evince a greater aptitude for evil tendencies and immorality than their progenitors.—I have, &c.,

(Signed) WM. STAFFORD JERNINGHAM.

* * *

We are informed that a Policeman who was sent down in plain clothes to endeavour to discover, if possible, anything concerning the recent attack upon Mr. Lane, was either knocked down or fainted at the spot. Both versions of the story are given; but we believe the latter to be the correct one.

The Government *Gazette* of Saturday notifies that the clause in Ordinance 14 of 1870, requiring all Chinese other than those to whom annual or special passes are granted, to carry lanterns is to be enforced between the hours of 7 p.m. and 5 a.m. It is to be hoped that some care will be taken in granting the special or annual passes, otherwise all the ruffians will be duly provided with these exemptions.

The average amount of Bank Notes in circulation in Hongkong during August was:—

Oriental Bank Corporation,........	$ 521,336
Chartered Mercantile Bank of India, London and China........	500,361
Chartered Bank of India, Australia and China,..................	310,050
Hongkong and Shanghai Banking Corporation,..................	1,524,914
Total,..................	$2,856,661

We have been requested by the Acting French Consul to state that the subscriptions for the shipwrecked sailors in the French Barque *Nancy* amounted to the sum of $663, and that this sum has been divided by the Consul, assisted by a Committee, among the men, after setting aside, at their request, the sum of $100, for the purpose of erecting a monument over the grave of Captain Maugat, whose body was found on Thursday last at 7 o'clock, and buried the next morning. The sailors have, in addition, been each provided with two new suits of clothes, and have had their board and lodging at the expense of the government. A notification elsewhere states that a funeral service in commemoration of the late Captain Maugat, will take place at the Catholic Cathedral to-morrow, at 8 a.m., at which the French Consul invites the attendance of the friends of the deceased, and those who have interested themselves in the lamentable affair, in the Colony or on board the vessels in the harbour.

* * *

LATE TELEGRAM.

A telegram has been received, stating that a serious disturbance took place in Phoenix Park, Dublin, on the 3rd instant. The police were attacked, and 50 persons wounded.

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POLICE INTELLIGENCE.

9th September.

BEFORE J. RUSSELL ESQ.

NO PASSES.

Fourteen no pass cases were brought up; some had been to Sing Songs, and some to see their friends. They were fined 25 cents and 50 cents respectively.

ROBBERY.

Mr. George John Parkyn, H.M. Commissariat Department, charged his servants on suspicion of robbing his house on Friday night last. Nine were arraigned before Mr. Russell, three of them were house servants, four were loafers found on the premises in the cook's-room, and the other two were the chair coolies, who were discharged, as nothing was against them further than that one gave an alarm when he had no right to speak, and they had only just brought home their master when the robbery was found out. It appears Mr. Parkyn was out to dinner, and did not come home until 2.30 Saturday morning. He rang at the bell of his house in Robinson Road, and no answer was given; he waited a time and rang again, still no answer, a thing which never happened before when he came home. On ringing a third time, he heard a door slam. He suspected something at once. The house coolie came and let him in, he went round to the back door of the house, the way he generally went in, and the coolie opened the door with the key. The lock on the door was a spring lock, which could not be opened outside without the key, which the coolie had. It was the slamming of this door which raised his suspicion. He at once went through the dining-room into his bed-room, the coolie following with a light, as there was none in the rooms. He found that his drawers and boxes had been turned bottom upwards, a tin box was gone, and also a Japanese cabinet in the dining-room and the clock. The contents of the box, small gold trinkets, and the clock, he valued at $40 altogether. He at once went to the bath-room, to see if any access had been made there, as that and the two doors were the only places where an entrance could be made. He found the door locked, and he at once took the coolie down to the front door, and finding it all secure, a suspicion arose in him that the robbery must have been committed by some one at the house. He then went into the streets and called for the police. Five came, and he gave the coolie into charge. One of the chair-coolies at the door was spoken to by the house-coolie, who at once bounded off to the cook-house, picking up a purse the house coolie had dropped. All the servants including chair coolies were given in charge, together with the four loafers found on the premises. Search was made, and there was no trace of any entrance having been made by force. It appeared that by the door only had access been made; and the coolie had the key. Saturday morning, at 8 a.m., Mr. Parkyn found his tin box and the Japanese Cabinet about thirty feet in the rear of the house. The box was broken open and a silver goblet taken out. The cabinet was also broken open, and the gold trinkets gone. The case was remanded till the 11th instant.

BEFORE C. MAY, ESQ.

BROACHING CARGO.

Chong-a-kut and Leong-a-yeong, coolies, were employed on board of the steamship *Hindostan* discharging cargo, when they were observed by a tindal to take from a bag a quantity of ivory, the first defendant to place some in his jacket, and the second to put some in the waistband of his trowsers; they were taken to the second officer and were searched, and the ivory found. Mr. May sent these light fingered Celestials to four months' board and lodging at the Douglas Hotel, Victoria, with hard labor.

BURGLARY.

How-a-cheong, a farmer, Yow-a-kam, a married woman, and How-a-fook, a farmer, remanded from the 4th inst., charged with breaking up iron plates which they had stolen, were again brought up on Saturday, it having been proved that the iron plates belonged to the Military Department, and were stolen from some tanks. The first defendant was sent to gaol with six months hard labor. Third defendant one month, also with hard labor. The second defendant was discharged, she being the wife of the first and mother of the second; her plea was she was calling them to breakfast when the police caught them; had not signalled for them to run away.

POOR IGNORANT CHINAMAN.

Mr. Waldemar Paulson, the foreman of Mr. McDonald's Ship Yard, Wanchai, was summoned on Saturday last for assaulting one Leong Awo, a carpenter. The complainant was at work on board of a vessel, and the foreman found him nailing the planks of the ship's side with ordinary iron nails, instead of galvanized nails; he naturally enough, as the foreman stopped him, and for his trouble got abuse, on which he lost his temper and struck the complainant. Mr. May fined defendant $10.

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THE HONGKONG WHARF AND GODOWN COMPANY.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—Another letter from "Observer" appears in the *China Mail* of 5th and 6th insts. It mentions mine which appeared in your issue of 31st August. The first portion of his letter, which indulges in flippant abuse only, can be passed over without any comment; the second calls for a few remarks. "Observer" has materially simplified discussion by admitting that the business the Company may have almost entirely depends upon the Imports. I find no exception taken to my figures, and therefore assume he agrees with them. To compel a ship owner to make use of a wharf, some inducement must be offered either in money or in time. I maintain that they cannot hold out any benefit of economy; the opposite will be the case. At home and in Shanghai, Docks and Wharves actually make a loss on the discharge of vessels, simply that they may get the goods to store and work, and out of them they obtain their profit. In Shanghai Godown accommodation is at a premium; here it is not, and consignees after filling their own space, allow their goods to remain on rent. The system of trade in Shanghai is also different. Shanghai is the entrepôt for an immense consuming district. The merchant selling his cargo can depend upon it being taken delivery of within a very short space; indeed, in brisk times, buyers are ready on the wharf to receive their goods as discharged from the ship, so that they may be in time to ship to their destination. I would refer to any house in this Colony, if a similar state of things exists here. Supposing the wharf in force, the course of a cargo then would be, that after a few days it would be re-shipped into lighters to be conveyed to consignees' godowns. Has "Observer" considered the enormous vested interests in godowns in the Colony? Would not our large consignees make their own property pay first? And, as I say, the godown accommodation here is more than ample as it at present stands, of what use will the Company's be? Such being the course of a cargo landed at the wharf, where is the dividend on the large outlay to come from—the goods or the ship? Not the goods—for a consignee would argue, "you give me no advantage—you take my cargo to an out of the way place, for me to lighter to my godowns." The question then comes, will the ship consent to defray the additional outlay—and to gain what? Despatch?—which may after all not prove much, if anything, better than existing systems.

I would now analyse the trades, and the interests of those in the trade, which would support the wharf. One or two leading lines with India always occupy from 10 to 12 days discharging and loading in Hongkong, plenty of time and to spare for the operation. Do they want despatch? Unless the Wharf Co. are going to revolutionize the trade, they will stick to the old system.

The Coast Steamers have their own Wharf; will they forsake it to go to the Wharf Co.?

Of the Mail Lines, one is committed to a Hulk and a Wharf, which *might* be abandoned in order to support the Pier. The other having no such accommodation, perhaps would stand by the Company, and making Shanghai their headquarters, as I understand they intend to do, running the Trunk boat through, might operate powerfully in Hongkong cargo being discharged at the Pier. As long as the English Company tranship here, plainly it is to their interest to let their Shanghai and Japan Steamers lie alongside the Home boat to tranship the cargo, rather than pass it over a Pier. The Hongkong cargo is not so enormous as to be incapable of being cheaply dealt with in the 10 days the steamers lie here.

Rice is an article of small value, and will not bear expensive handling. A few cents is to the Celestial a profit with which he is content. The telegraph has minimised this chance of profit. The Chinese have almost the entire trade in their hands. In chartering, they seek a vessel that will give the most accommodation in lay days, in order on arrival here, if the cargo is not sold, that they can have as much time as possible to test the market. If you curtail the lay days, you depreciate the rate they can pay for freight. The ship owner may endeavour to get rid of his cargo, but only in the event of profitable re-employment offering, by discharging at the pier. Will not the owner of the cargo have something to say in the matter? Will he consent to his rice being deposited where he does not want it? Where does the bulk of rice go to? From the ship into native boats for conveyance to Canton and the coast. Much into native godowns to be manipulated by Chinese. Discharging at the pier would, be opposed to the latter, and in the former case, an extra re-shipment would counterbalance the gain in loss of weight, which "Observer" considers the company could offer the owner of the cargo, and which to my mind would just result in doing away with the hungry crowd usually attending at the discharging of cargo boats of rice, the wastage escaping through the interstices of the pier. But a clause might be inserted in the charter party giving the ship the power, on payment of all expenses up to the end of the lay days, to discharge at the Pier. Such a charter would cut some cents per picul from the rate of Freight; and besides, we have seen some inducement must be offered to the ship owner to incur the expenses of using the Pier Co. I would ask, how frequently does a spurt in Freights warrant a sailing vessel going to the outlay? If "Observer" is depending on the Rice Trade for the Company, it is even a worse prospect for them than his begging the question that *all* the Suez Canal steamers will discharge at the Pier.

I have happily nothing to dread from opposition in the way of storage, as "Observer" imagines. Had I, I fancy the loss would not be great; as I do not for a moment think that the Banks are going to endeavour to force this system down their customers' throats, but will be as accommodating as they have ever been, and will allow goods to be stored where it is most suitable to their constituents, and this will certainly not be at Wanchai. Besides, goods hypothecated to the Banks, claimed with *some* justice be it allowed) for the company, are of such small extent that "Observer" can have them into the calculation, without making any appreciable increase in the receipts. If he will ask any of our large Importers, who should be the backbone of the undertaking, he will find their goods are always under their own control.

Neither do I apprehend that cargo boat proprietors need be alarmed, unless "Observer" can prove satisfactorily that the value of cargo would be much improved by taking it by a circuitous route on tram-ways, say via Stanley, East about, and thence via the Pokfolum Road to consignees' godowns on the Praya. Government might grant permission to have tramways laid down that way, whereas it would not care to have them laid down along the Queen's Road. "Observer" twits me with interested motives. These extend to pity for poor deluded shareholders, who shall invest after such warnings of new schemes involving large property acquirements, as the Hotel Company, the Dock Company, and the latest idea, the Sugar Company, which seems to have accepted flowery statements for solid facts.

So far from being opposed to, I believe a well managed undertaking, in a proper situation—not involving a stretch of 1,000 feet with extensive accessions—would pay a fair percentage on the outlay. *But the vessels using the wharf must have power to deal with their own cargoes*; paying only a toll for the accommodation of the wharf, regulated according to the time it is used.

The Capital employed by the new Wharf Company at Shanghai is, I find, Taels 130,000, or say $170,000, little over half this company's proposed capital, and a little less than half what the property *may* cost before completed. The fact, as stated by "Observer," that the Shanghai company store 5,000 tons of cargo permanently per month, only goes to strengthen my argument, that their profits are derived from Storage. The comparison between this and Shanghai as regards Imports, leaving Rice out of the question, betrays such ignorance on the part of "Observer" (the first man of average information he might chance to meet in Hongkong would have enlightened him), that I can with difficulty bring myself to believe he means what he says. I would refer him to any of the returns of the Exports from the United Kingdom, to shew him the insignificance of Hongkong compared with the North. Further, as a guide in judging the figures, I would have him bear in mind that much of the cargo cleared at home for this port; since the opening of the Suez Canal, goes to Manila, Japan and Shanghai—Hongkong being merely a port of option with the consignees for the two last named ports—much of the cargo so shipped goes forward in the same conveyance that brings it out. Besides the advantages of situation and trade, the Shanghai wharf has much more accommodation for the comparatively modest capital than I imagine the Pier Company can offer. And, even with much rapid growth it will take Hongkong a long time to attain to the trade of Shanghai.

Another statement of "Observer's" is so curiously ludicrous that I cannot forbear mentioning it, though no doubt the absurdity was apparent to every reader. "O." strives to shew that in Singapore the Borneo Company's wharf, which runs along the shore for 1,500 feet, is used by the enlightened manager thus: He permits the vessel to discharge at one end so that the coolies may carry the cargo the entire length of the wharf *along the shore* to the godowns at the other end. Plans of the Borneo Company's property can be seen here, by which it will be found that there are godowns along the whole length of the wharf. Ship's cargoes are placed in those opposite to which they lie, involving the transport of only some 50 or 60 feet. Tramways, turntables, and other ingenious contrivances may annihilate the distance of the new jetty from the shore, and the adaptability of the native mind to these Western improvements is foreshadowed in the spectacle of Government carts which we occasionally see going along the Praya, hauled by numerous coolies, shouting and screaming to the annoyance of the inmates of houses they pass, and giving a striking example of mis-applied power.

Another weak point of "Observer's" is, that he thinks (poor man) because the eminent architects to the Company *estimate* the cost of building the Wharf and godown at something under $300,000, that a man is a perfect idiot who says it might cost even $100,000 more before the Pier is in working order—if carried out in accordance with the plans.

As to there being plenty of ground at Wanchi to increase the godown room "if necessary," no one doubts this. Everybody in Hongkong knows by this time how the land lies there. I, for one however, do not blame people for being alive to their own interests, and I should consider parties owning property down that way great simpletons, if they did not embrace any opportunity of enhancing its value.

I have to thank "O."—and intending shareholders will also—for the most important fact which I overlooked viz., the revenue to accrue from the embarking of troops, etc., at the Pier, and which is so thoughtfully provided for in the Ordinance. I am sure "O." must have had the transport *Tamar* in his mind when he penned the paragraph. I would ask him how frequently troops, etc., are changed here, and has he any idea of the extent of government stores imported or exported in Hongkong?—because, I can assure him the 75th Regiment had been in the Colony for a long spell, and the stores imported by Government are not of such magnitude as to cause ship owners willingly to incur the extra expense of going alongside the Pier. "But," "O." may say, "you have only mentioned the military. Are there not naval passengers?" Of course, and I fancy I see them landing from the *Princess Charlotte* where they are usually quartered, in order to have the privilege of embarking from the Pier. The Government have credit for red tape, but I do not *think* they will go to this length.

What does "O." think of the following solution of the privilege sought for by the Government in this case. The Harbor Master has the control of all the buoys in the harbor, and in sanctioning any of these moorings, he stipulates that the Public Service shall have full power at any time to make use of them. Have they ever been forcibly taken possession and made use of? Is it not merely a provision should necessity arise? Assuredly this is the interpretation of the Government Ordinance; which is to be the cause of such an enormous revenue to the Pier Co. Doubtless, in "O.'s" judgment if the Company prefix their circulars with "Wharfingers by Special Appointment to Her Majesty, &c. &c. &c.," it might "draw" considerably.

"O." has given me one suggestion of income to the company, "The Government use of the Pier,"—I will give him an opposite, which both of us have overlooked. Typhoons. Is this Pier—with its light sheds, and running at right angles with the point whence we get our heaviest blows—to be free from such visitations owing to the judicious anchoring of vessels which it seeks to attract to its neighbourhood? And the Pile—which purports to mark the range of its length—might, if by mischance any vessel had happened to come in contact with it during the late disturbance, have proved the most expensive pile the company ever drove.

I have at all times the most wholesome reluctance to enter into newspaper correspondence—particularly in a small community—as my experience teaches me that it gives occasion for persons who have the "curiosa felicitas" of small witticisms and personal abuse when they cannot refute facts, to rush into print.

Mr. Editor, I have done, I have proved "Observer" to be the most soundly unpractical man the Pier Company, or any other company, could have had the misfortune to champion their cause. It now rests with the public in their wisdom to support or reconsider the scheme, while I remain on the

LOOK OUT.

Hongkong, 9th September, 1871.

* * *

SHANGHAI.

The following paragraphs are from the Shanghai *Courier*:—

A French lady, Madame Berthet, died very suddenly on Sept. 2nd at her house in the French Concession. Entering the kitchen she found her cook doing something which greatly displeased her. She reprimanded him severely and then returned to her own room, on reaching which she fell forward and almost instantaneously expired. Drs. Vidal and Galle were at once summoned, but they could do nothing but certify the fact of death. She was in the prime of life, and has left one little child.

It is gratifying to learn that the Anglo-Chinese School in Upper Hankow Road, commenced about 1852 under the auspices of the late Rev. Mr. Hobson, then Consular Chaplain, and so long conducted with distinguished ability by Mr. Fryer, but broken up in consequence of his removal to the Kaou-Chang-Meaou Arsenal, is about to be resuscitated; Mr. Gill, a new teacher, having just arrived from England. When one considers the valuable results attained by Mr. Fryer, he cannot but wish that a double portion of the spirit of instruction may rest upon his successor. We will watch his efforts with interest, and have pleasure in recording his success.

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The *Inverness Courier* says Mr. Bright, during his stay at Tulchan, enjoyed angling on the Spey, sometimes spending whole days at his favourite sport. His visit to the North seems to have greatly improved his health.

YOKOHAMA.

(*N. C. Daily News.*)

On the 24th inst., we experienced one of the severest typhoons within the memory of the oldest inhabitant. All during the previous day the elements showed signs of coming danger, while the weather-wise did not like the appearance of so many typhoon-flies as were sporting about. All night it blew, increasing about five in the morning, and at seven was at its height, thence toning down and finishing about eleven o'clock. The damage done is not so very great as might have been expected. The corrugated iron roof off Messrs. Carroll's store was carried away, and playfully cut holes in the P. & O. bungalow, causing considerable damage. Several flag-staffs were blown down, and most houses knocked about. The Club suffered principally, the tiles on one side suddenly sliding off, leaving the visitors in a forlorn condition, something akin to the song-honoured "vagabond." The shipping got off very easily, no damage occurring to any amount. The *Barossa* dragged for over a mile. Luckily, the *China* from San Francisco got in the night before, as also the *Black Prince*, laden with coal from Australia. The P. M. S. S. Co. are the greatest sufferers, having lost two lighters. These were loaded with tea, which all got adrift. A thousand chests sea-damaged are on sale by auction to-day.

The U. S. flagship *Colorado* has arrived, and is to put into the Yokoska dock for repairs, having run on a rock while coming through the Inland Sea. The *China* brought a hundred and eighteen cases of ammunition for Admiral Rogers, on which the *Mail* presumes that hostilities are to be renewed against the Coreans; but it is generally supposed that they contain a new style of rifles, with ammunition, to be distributed amongst the ships.—Admiral Kellett, in the *Salamis*, has gone to Hakodadi.—The Hiogo Rowing Club have challenged the Rowing Club here, and are coming up in about a month for the competition.—The *Alaska*, of the P. M. fleet, will leave for San Francisco on the 11th prox., as the second extra steamer.—The Japanese, it is said, are to continue the telegraphic communication from Nagasaki to this. The following Consular changes have been made:—Mr. Troup from Neegata goes to Hakodadi, Mr. Eusden at present there going home; Mr. Hall from Yedo to Neegata, and Mr. Dohmen to Yedo. Mr. Russell Robertson has been made full Consul at this port.

The following ships of ships of war are in harbour. English—*Adventure, Barossa, Hornet.* French—*Alma, Linois, Segond.* American—*Colorado, Idaho.*

26th August, 1871.

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SINGULAR LIBEL CASE.

A singular issue was tried on July 27th, before the Secondaries' Court. A wager of £500 having been made between a Mr. Hampden, who affirmed that the world was flat and not round, and a Mr. Wallace, it was decided against the former, who thereupon abused the defendant of the earth's rotundity as a liar and a swindler. The action now tried was for damages for these and other similar libels, and the "flat" theorist was condemned to pay £600 damages.

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A PARISIAN ANECDOTE.

A Paris correspondent of the *North German Gazette* states that the pretended encounters between German soldiers and the French population are to be received with the greatest caution, as many of them never took place at all. He then relates the following anecdote:—"Last winter, when our troops had partially occupied Paris, a French acquaintance accosted me with the words 'Just think that I have seen. One of Bismark's white cuirassiers, simulating drunkenness, rudely jostled a little *mobile* coming from the lazaret, while be cried "Room, you French dog, for a German soldier?" The little Frenchman forthwith tripped up his heels, and beat the cuirassier with his stick in the face till the blood streamed plentifully down his cheeks." The story seemed to me rather strange, but in order to get at the truth, I gravely replied:—"Never mind; the German soldier shall not escape punishment. I will at once send in a petition to the commandant, who is a just and strict man, and as there are only twelve cuirassiers in Paris, he will easily detect the culprit by his swollen face, and make an example of him. My French friend, suddenly changing countenance, did his utmost to dissuade me from doing so; the man was half drunk, he said; he had been already sufficiently punished, and he did not wish to ruin him altogether. As I declared, however, that I must carry out my intentions, the Frenchman, with much embarrassment and a great deal of stammering, confessed that he had not told the story quite correctly. It was the *moblot*, not the cuirassier, who was drunk, and having intentionally run against and used insulting language to the German, he was rewarded with a box on the ear that sent him rolling into the kennel. It is in much the same way, adds the correspondent, that the most trivial incidents are daily magnified and distorted by Parisian papers."

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MOB JUDGMENTS.

(*Spectator, July* 22.)

This day week a verdict of acquittal of Mr. E. W. Pook, the person accused of the Eltham murder, was given, after a trial in which the conduct of the police in getting up the case was subjected to the severest censure by the judge (Mr. Justice Bovill), so completely had they neglected those elements of evidence which seemed to bear in favour of the prisoner,—for example, the fact that the locket which he was said to have given the murdered girl had been given to her, as was frankly admitted, by another person. The evidence went to show that the person who purchased, on Monday evening, the 24th of April, the plasterer's hammer with which the murder was committed, wore light trousers and waistcoat, whereas the prisoner wore dark trousers and waistcoat, and had never possessed a light suit; that at the time when this hammer was purchased he was in his brother's company, and at home; that at the time the murder was committed, on the 25th, he was leaning over a bridge at Lewisham, in the hope of seeing the young lady to whom he was paying attentions, and that he returned home the same evening in his usual health and spirits, and without any sign of discomposure, sleeping with his brother as usual. It was also positively sworn by all the members of the family that during the stay of the murdered girl in the family there was no sign whatever of intimacy between them, although young Mr. Pook, being liable to fits, was constantly under the close inspection of his relatives, and slept with his brother. It was also shown that there was hardly *time* for the prisoner to have committed the murder and reached the shop on Royal Hill, where he was seen at 9 o'clock,—a distance of 2¼ miles,—in the half-hour between the time when the deceased was last seen alive and the time when the prisoner entered Mrs. Plane's shop to brush his clothes. On the whole, the acquittal was not only inevitable, but the grounds on which it was given ought to have wiped out all reasonable suspicion as well.

This, however, it did not do. The popular feeling at Greenwich, as we have remarked elsewhere, is extremely violent and definite against the accused, and on Saturday, Monday, and Tuesday great crowds assembled before his father's house, and paraded Greenwich with the view of expressing the detestation of the mob for the acquitted. On Monday, effigies of Mr. Pook, grasping a plasterer's hammer and in the act of murdering a woman, were carried down the street in which his father lives,—the young man himself having been compelled to leave the place. This is really disgraceful conduct, for which, if it were frequently repeated, the proper remedy would be a special local fine, such as the police-rate which is inflicted in Ireland on districts where murderers are screened from justice. It matters not whether the law is set at defiance by too little or too great zeal for a conviction, if it is set aside. If a verdict, given after a case has been patiently and properly tried before a judge and jury, is to be reversed by vulgar popular opinion, and the acquitted condemned by lynch law, we might just as well have no regular Courts of justice at all. The verdict of a jury in a man's favour should be held to be final,—at all events, unless new and quite independent evidence, not produced at the trial, has been discovered. And in this Eltham case there is not even a pretence that any such evidence exists.

* * *

An eccentric Englishman recently deceased has left a large fortune to the Government of the United States.

Mr. Gladstone has declined to receive a deputation of working men on the Sunday question until after the Home Secretary has determined what proposal he should make on the Act of Charles II.

THE NEW SLAVE TRADE.

The following further article appears in the *Pall Mall Gazette* on the Coolie Trade. It is scarcely less full of misrepresentations than the one noticed in a recent issue:—

The Chinese have lately brought under our notice the missionary question and the opium traffic, both furnishing grounds of complaint, if not of real grievance, against foreign Governments and their subjects. The coolie emigration, as it is euphemistically termed, constitutes a third. It should properly be called a slave trade, for such it is in fact: and a slave trade with some of the worst features of the African traffic superadded to others caused by the higher civilization of the victims.

This traffic has now existed for more than twenty years, a scandal and a reproach to every foreign flag except one, and a disgrace to the boasted civilization and Christianity of the Western world. The enormities grafted on to the system of labour contracts at the other end of the chain—in Peruvian, Spanish, French, and British possessions—we will not attempt to deal with now. The wrongs and abuses of the initiatory stages will more than suffice to justify such terms of condemnation. And when we remember all the sustained and costly efforts made by this country to put an end to slavery all over the world, it is difficult to comprehend the fact that in common with nearly every other European State, we have been parties to the growth and perpetuation of an equally nefarious traffic in the Chinese population. No sooner had we, at a great cost in life and treasure, stopped the trade in Africa, than we allowed it to begin in the far East under our very eyes. It sufficed to call the iniquity by a new name to obtain a sanction for wholesale kidnapping on the Chinese coast and the annual deportation of thousands of Chinese subjects to the dismal swamps of British Guiana and the still more pestilent guano islands, under conditions of servitude differing in no appreciable way from slavery in its direst forms. The United States of America alone, of all the Western Powers, stands free and without reproach. As soon as it was seen that under pretext of transporting emigrants free, by engaging their services for a term of years, a new system of slavery was being carried out, they took decisive steps to relieve their flag from the odium of participating in it. An Act of Congress was passed, making it a penal offence, with confiscation, for any ship bearing the flag of the United States to carry Chinese subjects under labour contracts, and from that date the American Government and people have been distinguished by exemption from blame. But in this, as we have said, they stand alone; while the Portuguese, through the facilities offered by their colony of Macao, situated at the mouth of the Canton river, found in the new traffic a vast source of profit, allowing Spanish agents to make the colony little better than a vast barracoon for the custody of Chinese subjects, for the most part kidnapped up the rivers and along the coast. French, Italian, German, and Portuguese or Spanish ships were never wanting to carry the victims to their destined place of servitude, from whence few have ever returned. In 1855-6 the system of kidnapping organized by the Macao crimps had reached such a pitch that the whole population for two or three hundred miles round Canton was thrown into a state of panic and rabid hostility against foreigners. Respectable Chinese were afraid to leave their house after nightfall even in towns, lest the press-gangs which swarmed everywhere should pounce upon them. Even from within the gates of Canton men have been taken under pretence of debt or assault, and dragged to the covered boats kept in waiting for such victims. A general rising was threatened at Canton, mob riots were frequent, and the magistrates' lives were in danger; while some of the "pig-stealers," as the crimps were termed by the populace, having been caught in the act, and their prey rescued, were lynched with tortures such as only a Chinese mob could invent. To be pointed at as a crimp was certain death. The viceroy and other high officers, seeing their own safety and the peace of the district jeopardized by practices carried on under foreign flags, and for the profit of foreign agents, were at last induced, aided by the British Consul and the British Commissioner at Canton (then in the occupation of the allies), to take action. The fundamental law of China, which forbade emigration and had long been a dead letter, was suspended; and a code of regulations was promulgated laying down certain rules for the engagement of coolies willing to emigrate. All agencies were made subject to the control and inspection of the foreign consuls and commissioners; and although this was far from adequate as a measure for the repression of abuses, especially at Macao, it seemed to be a step in the right direction. The Portuguese authorities at Macao, although not amenable to these regulations, were apparently shamed into the adoption of a similar code. The right to kidnap and purloin China subjects was not therefore asserted. Only, as Montesquieu wisely observed, most countries have good laws; the main question is how they are executed. And it was soon seen in this case that the mere promulgation of regulations was no security. Ship after ship of the so-called emigrants was lost at sea. The coolies frequently rose upon the crew; under what provocation—of fraud or violence in their first capture, or of food and misery insupportable under battened hatches and foul air—will never be full known. The ships in most cases were either set on fire or abandoned, and both crews and coolies often found the same fate; or if a few of one or both class escaped, conflicting evidence and imperfect investigation left the truth undistinguishable, amid a combination of hard swearing and downright lying.

In 1865 a return shows that during the season extending from January to October there sailed from the port of Macao twenty-six foreign vessels, while nineteen more were waiting for their living freight. The first batch carried to Callao, in Peru, 6,855 coolies, and to Havannah 3,169. The following is the summary of emigrants exported in the ships of each nation up to the 14th of Obtober:—

Nationality.	*Ships.*	*Tonnage.*	*Emigrants.*
French....................	7 ...	3,031 ...	1,614
Italian....................	11 ...	9,679 ...	5,305
Peruvian and Chilian	6 ...	3,795 ...	2,161
Portuguese	2 ...	1,670 ...	934

Taking into account the vessels not loaded but waiting for their freight, and the average number for their tonnage, amounting to 9,989, as 5,509 emigrants, we have an average export from Macao alone of 15,000. From other ports on the coast, principally Amoy and Shanghai, considerable numbers were also sent under somewhat better inspection and control, but not such as to obviate a feeling of hatred and alarm in the population. At Shanghai the agency was chiefly on French account, and in one season there was a rising of the Shanghai population in the foreign settlement against the agents, in which Mr. Lay, then the Inspector-General of Imperial Customs, was severely wounded; and a mutiny took place on board a French ship loading with the coolies, and lying at Woosung. In this mutiny a great number of lives were lost—many of the coolies leaping overboard, others being shot down. The safety of the whole foreign settlement, the largest and most important in China, was seriously imperilled; and a formal inquiry into the proceedings of emigration agents was demanded by the Chinese and foreign authorities alike. The issue of such inquiries, whether conducted by a foreign Power or the native authorities in the East, is seldom satisfactory. But whatever the official verdict—and we believe it was one exonerating the French agents from all complicity in abuses—the result was good: there was an end to emigration from Shanghai.

So far as the Chinese ports were concerned, all emigration under contracts had ceased, when, in 1865, the French, in combination with the British Government, entered into negotiations with the Central Government at Peking for the purpose of carrying out a stipulation of the Convention signed to adopt such rules in concert as should "secure to Chinese emigrants those safeguards which are required for their moral and physical well-being."

Early in the year 1866, it appears, the British and French representatives agreed to a convention; and though Macao could assert its freedom from all obligation to conform *de jure* or *de facto* to any regulations agreed upon by the Chinese Government and other foreign Powers, in so far as the shipments from Macao were concerned, yet it was hoped means might be found to ensure their adoption in good faith by Portugal. But whatever hope of good might have been entertained, it was destined to be soon destroyed by the persistent opposition of planters in British Guiana and other colonies, and by the French Government, moved thereto either by their colonial dependencies, or by an unwillingness to interfere with profitable sources of freight which these slave cargoes afforded to French ships not otherwise likely to find employment in the East.

Our planters, and the Colonial Office at their suggestion, objected altogether to any clauses

providing for a limitation of five years as the term of servitude, and for a free passage back. The negotiators had come to the conclusion that these were the sole safeguards against practical slavery, and in adopting this view they seem merely to have followed the example set by the French and British Governments. Clauses to exactly the same effect may be seen in a convention signed in Paris, July 25, 1860, by the British and French plenipotentiaries, relative to the emigration of labourers from India to the colony of Réunion. Indeed, the stipulations in the Anglo-French convention for the protection of the Indian emigrant are larger and more stringent than those introduced into the Chinese convention. And so important did the provision appear to the British Government that in a second convention on the same subject, signed at Paris in July, 1861, the principle of a limitation of term to five years and free passage back, not only for the labourer, but his wife and children also, was reaffirmed, and the stipulation renewed.

What are the Chinese to think of these two Governments, then, when they positively refuse a convention applicable to *Chinese* labourers, chiefly on the ground that it contains this same stipulation word for word? Can they draw any other conclusion that this—that two great Powers, of Europe deem it unnecessary to provide the same protection for the Chinese coolie that they consider essential when the Indian ryot is concerned? And with what temper can we expect the Chinese rulers or the people to look upon our ever-increasing demands for privileges, facilities, and immunities of every kind for missionary and merchant, while they are contemptuously refused a hearing on any point in which they are aggrieved? The recent circular on missionaries seems to afford a very unmistakable and conclusive answer. It matters very little apparently what the point in question may be. The Chinese Foreign Office has just told us what they think on the missionary doings. When it was a question of opium, the merchants clamoured against an increase of some 3 per cent. or an import duty on an existing rate of 6 or 7 per cent., while the Indian Government levies a transit and export duty of some 300 per cent. on the same article, as we recently pointed out, and raise a revenue of £7,000,000 on the Chinese people against the will of their Government. When smuggling from Hongkong was discussed all co-operation was refused, and the colonists violently resisted every measure tending to the prevention of enormous smuggling operations, and consequent frauds on the Chinese revenue. Whether the appointment of a consul or an effective preventive service on the Chinese coast was proposed—to both of which they have a most undoubted right—there was but one answer, It shall not be, the merchants do not like it. It is by such policy that Eastern nations like China and Japan are driven into an habitual state of hostility, which sooner or later leads to Tientsin massacres and eventually to war to avenge them, and so enforce relations totally indefensible on any principle of reciprocity or equity. Such appears to be the history of our intercourse with China during the last decade, and the latest commentary on this text has been supplied by the revolting details just published of the burning of the coolie ship *Dolores Ugarte*, sailing from Macao to Peru.

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OUR OWN COUP D'ETET.

(*Pall Mall Gazette.*)

We now see some of the consequences of "dooming" Purchase. If, instead of being doomed, that system and its place in the economy of the army had been dealt with in a cautious, considerate way—and above all in connection with the only system which can replace it—Mr. Gladstone might have avoided the responsibilities he has now taken upon himself, as well as many threatening mischiefs of incalculable range. But doom is the word, when Mr. Gladstone speaks. The word was pronounced long ago; and every morning from that time forward did his trumpeters proclaim Purchase is doomed! Of course, when the House of Lords decided that they would take no part in the destruction of the system at so tremendous a cost, till more was known about the whole prospects of the army, it became necessary for the Premier to make his fiat good in some way or other at once: a piece of work which probably brought to him one of the happiest moments of his life. He had two lines of procedure before him, if not three; and they equally afforded an opportunity for the display of resolution, indomitability, and exasperation—his favourite qualities. One of them was that which we yesterday set forth as the least pleasing to ourselves. He might have chosen to stop over-regulation prices forthwith, to announce an autumn session, to carry his Bill through the House of Commons once more, and then to have sent it up to the House of Lords with a threat of dissolution if they refused to pass it. This would have been the most regular course of procedure, and quite in accordance with constitutional usage. But for a variety of reasons it would have been exceedingly inconvenient. Believing that a majority in the House of Lords—not in this case a majority of dumb party men, but one determined by the judgment and the counsel of the most experienced and eminent men on both sides—deserves to be treated with some of the respect due to the majority in the House of Commons, it seemed to us undesirable that the one majority should be made to fly at the throat of the other and choke it into obedience. A more reasonable and seemly thing would have been for the Commons to take back the Bill for which, notoriously, it has no true mind, and for Ministers to have shown in a dignified way that as a matter of temper and of capacity alike they were prepared to justify their half-scheme by the production of a whole one; and, particularly, that they quite understood and could explain what they meant to substitute for the Purchase system. But this was an impossible course; partly from want of temper, partly from want of capacity, partly from the damaging evils which Selection reveals under examination, partly from real difficulty as to over-regulation prices in the meanwhile, and partly because the Purchase system had been so solemnly and ostentatiously "doomed." The first-named and more regular line of procedure could have been nothing but the instant hurling back of the Bill into the House of Lords, with threats of dissolution and cries of denunciation and contempt. And the House of Lords would probably have succumbed in the face of the denunciation and contempt, and this result would have been of itself deplorable and injurious. To some minds it seems a grand and patriotic thing to bring the Upper House to scorn and to violate its rights and opinions on every possible occasion. To ours it seems a most mistaken thing, which has no origin in any but coarse and passionate intellects:—that it is mischievous in its general effect upon order and dignity in government there can be no question whatever. Therefore we are pleased that Mr. Gladstone did not think fit to take this course; especially when we consider the evil turmoil, the prolonged agitation, the universal inflammation of popular passion with which it must have been attended. The other course was greatly preferable. It leaves the House of Lords in possession of the argument till it is fairly destroyed, and Ministers in possession of a responsibility which has not the relief of extorted acquiescence. What they do now will be done without the sanction of one branch of the Legislature, and in spite of the sustained warnings of the best minds in it. This is precisely as it should be. If mischief must be done through Mr. Gladstone's means and instruments, it will be something to have Mr. Gladstone alone to answer for it. It will be for him and not for the whole irresponsible body of the Legislature to explain, if it turns out, as we confidently believe it will, that he has forced an enormous burden upon the country in order to carry out a profitless experiment, and has spent millions of overstrained taxation, of taxation which should only be employed for ascertained and crying needs, for the purpose of abolishing bearable ills and bringing unbearable ones into their place. It is his undertaking that the extreme necessities of the army in men, in equipment, in organization shall be satisfied while these millions are being spent, to prove his apparent theory that those shortcomings in "mere material" will be made good by changing one plan of officering the army for another. We are of opinion that the dilemma is a wholesome one. It obliges the Government to fulfil all their vague promises, and to give us a real army, instead of a horde of half-grown boys with the most impoverished stores and the most hopeless commissariat in the world. To replenish our arsenals, to establish a tolerable commissariat, to give the soldiery some knowledge of their business in camp and in the field, and above all to choose those soldiers from the number of able-bodied men instead of from lads that die "like flies" in active service, money is "wanted," as well as the sort of will which we have not yet discovered in the members of a Cabinet too good and too millennial to contemplate war as possible, even with battle raging at their own doors. They must now find the will, and the money. They have made it their affair, taking the responsibility not only for the present but for so much of the future as is jeopardized by an enormous annual burden for no practical material good whatever. We wish Mr. Gladstone joy of his undertaking, and promise to give him our unflagging encouragement to fulfil it to its utmost limits should he find the task more difficult or troublesome than at present it appears. Meanwhile, his courage must be commended, nor is it fair yet to assume that he will not bear his responsibilities to a happy conclusion. At any rate, he knows what awaits him if this splendid display of mastery means nothing more than a determination to have his own way, or goes not beyond the description of one of the ministerial prints this morning, which begins with the following announcement: "Mr. Gladstone has once more rekindled the enthusiasm of his followers and knit the Liberal party into unity." Should another panic overtake the country by and by, it may be found that the Premier has done something more than this.

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THE FRENCH MITRAILLEUSE.

The Berlin *Militär Wochenblatt* sums up an article on the French Mitrailleuses in the following terms:—"While their general effect is much inferior to that of artillery, the mitrailleuses require an equally complex and costly organisation, and they are no less exposed to the enemy's fire. At a great distance they are of little or no value, on account of their feeble range, the limited space they command, and the impossibility of accurately directing their fire. At a short distance they suffer as much from infantry fire as artillery. They cannot cover troops, partly because they are placed behind them, and partly because their projectiles neither burst nor rebound. In an offensive movement they are of no practical utility, and it is only in exceptional cases that they can be employed for the defence; for example, when there is not sufficient space to deploy the requisite force of fusiliers, as sometimes happens in defending a narrow road and on other similar occasions. We are convinced by these facts that in future wars the mitrailleuse will play a much less important part than many people seem to believe."

THE MANSLAUGHTER OF MR. MOON.

Mrs. Hannah Newington (alias Flora Davy) was found guilty of the manslaughter of Mr. F. Moon on the same day as that on which Mr. Pook was acquitted, and sentenced by Baron Channell to eight years' penal servitude, a sentence which took the prisoner so much by surprise that she fainted on hearing it. Mr. Baron Channell seems to have thought that there were circumstances bringing the act almost within the definition of murder, and that the indictment might have been for murder as well as manslaughter. Apparently he attached weight to the evidence of Capt. Elliot, that the deceased had said of the accused, in relation to some previous attempt of the kind, "It is not your fault that you have not done it already, Flo, for you have tried to do it." It was this evidence, no doubt, which made the sentence so heavy, and not,—at least, we hope not,—the dismay so frankly expressed by the *Times* of Monday that "a gentleman of good fortune" should have been stabbed to the heart with a poultry-knife in a drawing-room, by a woman who had just dined with him after a ride in the park,"—a terrible finale, indeed, for soft living; but one does not see why it is so specially horrible to put an end to a life that has been lived softly, and has known all the ways of pleasantness though not the paths of peace; surely it is still more horrible to put an end to one that has been lived hardly, and has known as little of the one as of the other.—*Spectator, July 22nd.*

MISCELLANEOUS.

The Emperor Napoleon paid a visit to the Baroness Burdett-Coutts at Holly-lodge, Highgate, on the 25th July.

Mr. Medhurst, British Consul at Shanghai, had an interview on July 26th with Earl Granville at the Foreign-office.

Recently a meeting of the Drake family took place in New York. They claim to be descendants of the famous Sir Francis Drake, and to be legally entitled to property, chiefly in England, to the value of £25,000,000 sterling.

A meeting of market gardeners and nurserymen has been held in Covent-garden, to take into consideration the removal of the market. The stall tenants complain that the Duke of Bedford, the owner of the market, will not put up or allow the erection of coverings for the toll-payers. A deputation was appointed to wait upon the markets committee of the Corporation, with a view to the occupation of Farringdon Market by this trade.

BREACH OF TRUST.—A case of breach of trust was tried on the 26th July at Maidstone Assizes. The accused was Mr. Silas Corke, an auctioneer and valuer of many years' standing, at Sevenoaks, and it was alleged that he had dishonestly disposed of £1,100, of which he had become possessed as executor of the will of a lady named Parker. He was found guilty, and sentence was deferred.

COMMERCIAL INTELLIGENCE.

SEPTEMBER 11TH, MORNING.

The market for Bengal drug has kept quiet, but steady, during the last two days. The quotations of this morning are: Patna $656¼ to $658¾, Benares $637½ to $640, little doing. Malwa of first quality is wanted by the natives at $670 to $675, but there is none to be had.

EXCHANGE.

ON LONDON.—

- Bank Bills, at 30 days' sight,... 4/3¾
- Bank Bills, at 6 months' sight, 4/3¾ to 4/4
- Credits, at 6 months' sight .... 4/4¼ to 4/4½
- Documentary Bills, at 6 months' sight ... 4/4½
- Bank Bills on demand, ... 4/3

ON NEW YORK.—

- Private, 5 months' sight......... —

ON BOMBAY.—Bank, 3 days' sight 222

ON CALCUTTA.—Bank, 3 days' sight 221½

ON SHANGHAI.—

- Bank, 3 days' sight..............72½
- Bank, 15 days sight..............72¾
- Private, 30 days' sight..........73

SHARES.

Hongkong Bank Shares, Old—60 per cent. premium.

Hongkong Bank Shares, New—57 per cent. premium.

Union Insurance Society of Canton, new shares—$1,500 per share premium.

China Traders' Insurance Company's Shares—$2,500 per share premium.

China and Japan Marine Insurance—Tls. 85 per share premium.

Chinese Insurance Company.—$75 per share premium.

Hongkong Fire Insurance Company's Shares—$355 per share premium.

China Fire Insurance Company's Shares—$72 per share premium.

Victoria Fire Insurance Company's Shares—$65 per share premium.

Hongkong and Whampoa Dock Company's Shares—22½ per cent. discount.

Hongkong, Canton and Macao Steamboat Co.'s Shares—35½ to 36 per cent. prem.

Shanghai Steam Navigation Company—Tls. 65 per share premium.

China Sea, Saigon, and Straits Steamship Company—5 per cent. discount.

China and Straits Steam Navigation Company—20 per cent. discount.

Hongkong Gas Company's Shares—$60 per share.

Hongkong Hotel Company's Shares—60 per cent. discount.

Hongkong Distillery Company—10 per cent premium, nominal.

Indo-Chinese Sugar Company—$9 per share discount.

SALES ON SEPTEMBER 9TH, 1871.

As reported by Chinese.

White Wax, 1 piece, at $94.50, by Yee-kee to travelling merchant.

Green Peas, 5,000 piculs, at $2.26, by Kwong-mow-tai by retail.

Yellow Beans, 500 piculs, at $2.16, by Kwong-mow-tai to travelling merchant.

Black Beans, 700 piculs, at $1.85, by Kwong-mow-tai by retail.

Saigon Rice, 4,000 piculs, at $2.23, by Hop-hing to Hongkong merchant.

Saigon Rice, 4,500 piculs, at $2.24, by Hop-hing to Hongkong merchant.

Bombay Cotton, 16 bales, at $17.00, by foreign merchant to Chuechow merchant.

Calcutta Cotton, 89 bales, at $16.50, by Parsee merchant to Kin-hing-cheong.

Calcutta Cotton, 100 bales, at $15.00, by Parsee merchant to Yuet-wo-loong.

T-Cloth, 6lbs., 500 pieces, at $1.60, by foreign merchant to Hongkong merchant.

T-Cloth, 7lbs., 1,000 pieces, at $1.85, by foreign merchant to Hongkong merchant.

Vessels Advertised as Loading.

DESTINATION	VESSEL'S NAME	CAPTAIN	AT	FOR FREIGHT APPLY TO	TO BE DISPATCHED.
LONDON *via* SUEZ CANAL	Glensannox (str.)		Hongkong	Arnhold, Karberg & Co.	On the 16th instant.
NEW YORK	Glance		Hongkong	Augustine Heard & Co.	Quick dispatch.
Do.	Feiga		Hongkong	Olyphant & Co.	Quick dispatch.
Do.	St. Pauli		Hongkong	Olyphant & Co.	Quick dispatch.
SAN FRANCISCO	Sumatra	John Mullin	Hongkong	Augustine Heard & Co	Quick dispatch.
Do.	Joseph Clark	Carver	Hongkong	Russell & Co.	Quick dispatch.
MELBOURNE & SYDNEY	Onward	Wm. Whyte	Hongkong	Rozario & Co.	Quick dispatch.
ADELAIDE AND SYDNEY	Omer & Julie	Sabatier	Hongkong	Grun & Co.	Quick dispatch.
MANILA	M. Lopez	Uriarte	Hongkong	Remedios & Co.	Quick dispatch.
S'PORE, P'ANG, & CALCUTTA	China (str)	Gardner	Hongkong	David Sassoon, Sons & Co.	On the 14th inst., at 2 P.M.
SAIGON AND SINGAPORE	Fusiyama (str.)	Callaghan	Hongkong	Douglas Lapraik & Co	Quick dispatch.
YOKOHAMA	Volga (str.)	Flambeau	Hongkong	Messageries Maritimes	Quick dispatch.
SHANGHAI	China (str.)	P. H. Hennings	Hongkong	Siemssen & Co.	To-day, at 2 P.M.
SWATOW, AMOY & FOOCHOW	Kwang-Tung (str.)	Pitman	Hongkong	Douglas Lapraik & Co	Quick dispatch.

NOW READY.

IMPERIAL QUARTO.

ENGLISH AND CHINESE DICTIONARY WITH THE PUNTI AND MANDARIN PRONUNCIATION.

AN ANGLO-CHINESE DICTIONARY, by the Rev. W. LOBSCHEID, published at the *Daily Press* Office, Hongkong.

FOR scope and practical service this Work stands unrivalled. All the new words which the Chinese have of late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given *in extenso*. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Punti pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.

The scope of the work is so great, and its utilitarian purposes so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully, with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.

It comprises upwards of two thousand large quarto pages.

TRUBNER & Co.,
60, PATERNOSTER ROW;
W. H. BELL,
"DAILY PRESS" OFFICE, HONGKONG.

The Chronicle and Directory for 1871.

NOW READY.

THIS Work, now in the NINTH year of its existence, is ready for delivery.

It has been compiled and printed at the *Daily Press* Office, as usual, from the best and most authentic sources, and no pains have been spared to make the work complete in all respects.

In addition to the usual varied and voluminous information, the value of the "CHRONICLE AND DIRECTORY FOR 1871" has been further augmented by the addition of a Chromo-lithograph plate of the

NEW CODE OF SIGNALS IN USE AT THE PEAK;
also of the
VARIOUS HOUSE FLAGS;
MAPS OF HONGKONG, JAPAN,
and of the
THE COAST OF CHINA;

besides other local information and statistics corrected to date of publication, tending to make this work the *vade mecum* for all Public, Mercantile and General Offices.

As already announced, the Directory is published in Two Forms, Complete at $5, or with the Lists of Residents, Port Directories, Maps, &c., at $3.

Copies may be obtained at the *Daily Press* Office, and of the following Agents:—

Messrs. BROWN & Co., Swatow.
„ WILSON, NICHOLLS & Co., Amoy.
„ HEDGE & Co., Foochow.
„ KELLY & Co., Shanghai.
Mr. J. R. BLACK, *Japan Gazette* Office, Yokohama.
Messrs. TRUBNER & Co., Paternoster Row, London.
Mr. G. STREET, Cornhill, London.
Mr. F. ALGAR, Clement's Lane, London.
Messrs. BATES, HENDY & Co., Old Jewry, London.
Mr. L. P. FISHER, Merchants' Exchange San Francisco.

Vessels on the Berth.

FOR SHANGHAI.

THE German Steamship

"CHINA,"

P. H. Hennings, Master, will be despatched for the above Port TO-DAY, the 11th instant, at (2) Two P.M.

For Freight or Passage, apply to
SIEMSSEN & Co.

3d 1546 Hongkong, 9th September, 1871.

FOR SWATOW, AMOY, AND FOOCHOW.

THE Steamship

"KWANG-TUNG,"

Captain Pitman, will have immediate despatch for the above Ports.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.

tf 1543 Hongkong, 9th September, 1871.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOT POST FRANCAIS.

THE Company's Steamer

"VOLGA,"

Capt. Flambeau, will be dispatched for YOKOHAMA (*Direct*), shortly after the arrival of the next French Mail.

C. BERTRAND,
Principal Agent.

tf 1510 Hongkong, 6th September, 1871.

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Steamer

"CHINA,"

Captain Gardner, will leave for the above places on THURSDAY next, the 14th inst., at 2 P.M.

Despatches will close at 1.30 P.M.

DAVID SASSOON, SONS & Co.

9d 1511 Hongkong, 6th September, 1871.

FOR SAIGON AND SINGAPORE.

THE Steamship

"FUSIYAMA,"

Captain Callaghan, will have immediate despatch for the above Ports.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.

tf 1519 Hongkong, 6th September, 1871.

FOR LONDON *via* SUEZ CANAL,
Calling at SINGAPORE *and* PENANG.

THE Steamship

"GLENSANNOX,"

expected to arrive here on the 15th inst., will be dispatched as above on the 16th inst.

For Freight or Passage, apply to
ARNHOLD, KARBERG & Co.,
Agents.

7d 1523 Hongkong, 7th September, 1871.

FOR NEW YORK.

THE *A* 1 North German Barque

"ST. PAULI,"

will load at this and Whampoa for New York, and will have quick despatch.

For Freight, apply to
OLYPHANT & Co.

tf 1530 Hongkong, 7th September, 1871.

FOR NEW YORK.

THE *A* 1 Danish Bark

"FEIGA,"

will load at this and Whampoa for New York, and will have quick despatch.

For Freight, apply to
OLYPHANT & Co.

tf 1495 Hongkong, 2nd September, 1871.

FOR ADELAIDE AND SYDNEY.

THE *A* 1 French Clipper-barque

"OMER & JULIE,"

Capt. Sabatier, will have quick despatch as above.

For Passage only, apply to
GRÜN & Co.

tf 1484 Hongkong, 1st September, 1871.

FOR NEW YORK.

THE British Ship

"GLANCE,"

will load here and at Whampoa for the above port, and have quick despatch.

For Freight, apply to
AUGUSTINE HEARD & Co.

1m 1481 Hongkong, 31st August, 1871.

FOR SAN FRANCISCO.

THE *A* 1 American Ship

"SUMATRA,"

Capt. John Mullin, will have quick despatch for the above port.

For Freight or Passage, apply to
AUGUSTINE HEARD & Co.

tf 1413 Hongkong, 21st August, 1871.

FOR MANILA.

THE Spanish 3-masted schooner

"M. LOPEZ,"

Captain Uriarte, will have quick despatch to the above port.

For Freight or Passage, apply to
REMEDIOS & Co.

tf 1374 Hongkong, 12th August, 1871.

FOR SAN FRANCISCO.

THE *A* 1 American Ship

"JOSEPH CLARK,"

Captain Carver, will have early despatch as above.

For Freight or Passage, apply to
RUSSELL & Co.

tf 1181 Hongkong, 12th July, 1871.

Notices of Firms.

THE Undersigned has this day commenced business in this Colony as GENERAL COMMISSION AGENT under the style of DA SILVA & CO.

P. F. DA SILVA.

Ground-floor of HONGKONG HOTEL,
Queen's Road.

tf 1483 Hongkong, 1st September, 1871.

NOTICE.

MR. SAML. WYLLYS POMEROY, JR., and Mr. JNO. M. FORBES, JR., have been admitted partners in our firm.

RUSSELL & Co.

3m 1213 China, July 1st, 1871.

NOTICE.

MR. WILLIAM HENRY MOORE and MR. OTTO FRIEDRICH, have this day been admitted partners in our firm.

LAMMERT, ATKINSON & Co.

tf 1258 Hongkong, 30th June, 1870.

NOTICE.

MR. WILLIAM ABBOTT TURNBULL is authorised to sign our firm from this date.

BIRLEY, WORTHINGTON & Co.

tf 829 Shanghai, 1st May, 1871.

THE interest and responsibility of Mr. J. A. KOCK in our firm, ceased on the 28th of July by mutual consent, and we shall carry on our business, as hitherto, under the same style.

J. SMITH & Co.

tf 1410 Chefoo, 6th August, 1871.

THE Undersigned having this day entered into partnership as Merchants and Commission Agents, will conduct their business under the name and style of NORTON, LYALL & Co.

EDWARD NORTON.
ROBERT LYALL.

tf 1 Hongkong, 1st January, 1871.

THE interest and responsibility of Mr. SALTZKORN in our firm ceased on the 17th August, 1871.

WM. G. HALE & Co.

tf 1469 Saigon, 24th August, 1871.

THE Undersigned have to-day established at this place a GENERAL COMMISSION and AGENCY BUSINESS, in connection with a Steam Rice-Mill, under the style and firm of

WINDSOR, REDLICH & Co.
DANIEL T. WINDSOR.
ALEXIS REDLICH.

Bangkok, Siam, 15th August, 1871. [3m 1388

STEAM FOR
SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, MARSEILLES, AND OTHER MEDITERRANEAN PORTS, SOUTHAMPTON, AND LONDON;
ALSO,
BOMBAY, MADRAS, CALCUTTA, KING GEORGE'S SOUND, MELBOURNE, AND SYDNEY.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "*HINDOSTAN*," Captain N. ROSKELL, with Her Majesty's Mails, Passengers, Specie, and Cargo, will leave this for the above places on FRIDAY, the 15th September, at noon.

Cargo will be received on board until noon, Specie until 4 P.M., and Parcels at the office until 2 P.M. on the 14th idem.

For Particulars regarding Freight and Passage, apply at the P. & O. S. N. Co.'s Office, Hongkong. CONTENTS AND VALUE OF PACKAGES ARE REQUIRED.

⁂ A Written Declaration of the Contents and Value of the Packages for the Overland Route is required by the Egyptian Government, and must be delivered by the Shippers to the Company's Agents, with the Bills of Lading or with Parcels; and the Company do not hold themselves responsible for any Detention or Prejudice which may happen from the incorrectness in such declaration.

The Company reserve the option of forwarding goods shipped by their Steamers for Europe through Egypt, either by rail, or by Canal in their own Steamers, or in vessels employed for the purpose.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

A. McIVER, *Superintendent.*

Peninsular and Oriental Steam Navigation Co.'s Office, Hongkong, 8th September, 1871.

THROUGH U.S. MAIL LINE
FROM
CHINA AND JAPAN TO NEW YORK.

PACIFIC MAIL S. S. COMPANY
IN CONNECTION WITH THE
CENTRAL AND UNION PACIFIC RAILROAD COMPANIES.

THE S. S. "*AMERICA*," Captain WARSAW, will leave Hongkong for San Francisco via Yokohama on TUESDAY, the 12th of September next, at 3 o'clock P.M., taking Passengers, Mails and Freight, for the United States, Canada, Central and South America, and Europe.

A Steamer of the Company will leave Shanghai, via the Inland Sea Ports, about same date, and make close connection at Yokohama.

The "*AMERICA*" will be due at San Francisco October 17th, whence daily Passenger trains and daily Freight trains are run over the Central and Union Pacific Railroad Lines for New York and for all the principal cities in the interior and upon the Atlantic Seaboard. The time between San Francisco and New York by First-class Passenger trains is six days and twenty hours; and the distance 3,312 miles.

The Silver Palace Sleeping Cars are run through on these trains, making Drawing Room Cars by day, and Sleeping Cars by night; and are of the latest and best American pattern, being unexcelled for comfort and convenience.

At New York, Passengers have selection of various lines of Steamers to England, France and Germany.

Through Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, and San Francisco, for the Overland Railroad, and to Europe by connecting Lines of Steamers. The Overland Railroad Companies *Guarantee* 12 days time for Silk and 18 days for Teas and General Merchandise, between San Francisco and New York.

Favorable arrangements have been made for Through Passengers and Freight to America from Calcutta, Penang and Singapore, and from Swatow, Amoy and Foochow.

Return Passage Tickets issued at a reduction of 20% on regular rates.

Value and weight of Parcel Packages required; all Packages should be marked to address in full.

No Freight received after noon of the 11th prox. No Parcel Packages received after 5 P.M. same day.

For further information as to Passage or Freight, apply at the Agency of the Company, *Praya West.*

T. A. HARRIS,
Agent.

Hongkong, August 12th, 1871.

FOR SALE.

THE HABEAS CORPUS CASES.

(Uniform with the Two Previous Judgments.)

THE full text of the TRIAL of KWOK-A-SING *v.* THE HON. J. PAUNCEFOTE.—Price 25 cents.

Also,

A few copies of CHIEF-JUSTICE SMALE'S JUDGMENTS *in re* KWOK-A-SING ON HABEAS CORPUS.—Price 25 cents.

Apply at the *Daily Press* Office.

Post-Office Notifications.

A mail will close.

For Shanghai.—Per *Cleator*, at 11.30 A.M. this day.

For Shanghai.—Per *China*, to-day, the 11th instant, at 1.30 P.M.

For Shanghai.—Per *Atholl*, to-day, the 11th instant, at 3.30 P.M.

For Swatow.—Per *Yotlung*, at 5 P.M. this day.

The Mails for Amoy and Manila, per *Norna*, will close at 5 P.M. to-day, the 11th instant, instead of at the time previously notified.

For Singapore, Penang, and Calcutta.—Per Indian Mail Packet *China*, on Thursday, the 14th instant, at 1.30 P.M.

For Singapore, Penang, and Calcutta.—Per Indian Mail Packet *Historian*, on Thursday, the 14th instant, at 1.30 P.M.

MAILS BY THE "*ENGLISH PACKET*."

The English Contract Packet "*HINDOSTAN*," will be dispatched with the usual Mails for Europe, &c., on FRIDAY, the 15th inst., at noon.

Money Orders on any of the Money Order Offices in the United Kingdom will be granted until 5 P.M. on the 14th instant.

The Post-Office will be open until 7 P.M. on the 14th instant.

Letters, &c., may be posted during the night in the box left open for their reception.

Letters for registration will be received until 10 A.M. on the 15th instant.

Letters may be posted until 10 A.M. on the 15th instant, without late fee.

Letters posted after 10 A.M. on the 15th instant, will not be forwarded unless the *Late Fee* of 18 cents each as well as the postage is prepaid.

The Latest time for posting Letters at this Office is 11 A.M., and for Newspapers, Books, or Patterns 10 A.M. on the 15th instant.

Late letters (but Letters only) addressed to the United Kingdom *viâ Brindisi*, or to Singapore, may be posted on board the Packet from 11.30 A.M. to the time of sailing, on payment of a *Late Fee* of 48 cents each in addition to the postage.

F. W. MITCHELL,
Postmaster General.

General Post-Office,
Hongkong, 8th September, 1871.

MAILS BY THE "*UNITED STATES' PACKET*."

The United States' Mail Packet "*AMERICA*," will be dispatched on TUESDAY, the 12th instant, at 3 P.M., with the Mails—

For Yokohama, San Francisco, the United States' and the United Kingdom.

The Post Office will be open for the reception of Ordinary Letters, Books, Newspapers, &c., until 2.30 P.M.

Letters can be posted on board the Packet from 2.30 P.M. to 2.50 P.M., on payment of a Late Fee of 12 cents in addition to the Postage.

The Prepayment of the Postage to all the above places by this route is compulsory. Correspondence insufficiently prepaid will be forwarded by the English Packets.

Correspondence addressed to Yokohama, and the United States, must be superscribed per "*AMERICA*," and that addressed to the United Kingdom must be superscribed "*viâ San Francisco.*"

F. W. MITCHELL,
Postmaster General.

General Post Office,
Hongkong, 2nd September, 1871.

It is hereby notified that arrangements have been concluded according to which a regular exchange of direct Mails will take place, by means of the BRITISH MAIL PACKETS, between this Office and Brindisi.

The Mails from Hongkong will comprise, not only correspondence addressed to Italy, but also correspondence addressed to the several States of the Continent beyond Italy.

The prepayment of the postage on ordinary Letters is optional.

The postage on registered Letters must be prepaid: the charge for registration being the same sum as the postage on each Letter.

The prepayment of the postage on Newspapers, other printed papers and packets of patterns is compulsory.

The rates of postage are as follows, viz.:—

FOR A LETTER.

Addressed to	Italy	18 cents for each ½ oz.
	Switzerland The German States, Austria Belgium The Netherlands	28 „ „ „
	Denmark Heligoland	40 „ „ „
	Sweden Norway Russia	56 „ „ „

		For a Newspaper or Price Current.	For each four ounces of Book Packets and Packets of Patterns.
Addressed to	Italy	4 cts.	6 cts.
	Switzerland The German States, Austria	6 „	10 „
	Belgium The Netherlands Denmark Heligoland Sweden Norway Russia	8 „	14 „

F. W. MITCHELL,
Postmaster General.

General Post-Office,
Hongkong, 9th August, 1871.

Arrangements having been made by the French Post Office for embarking and disembarking the British Overland Mails to and from France at Brindisi, thereby necessitating the payment by the French Post Office of a transit rate to the Italian Post Office, it has been determined to augment the rate of postage on letters exchanged in the direct Mails between Hongkong and the French Post Office.

The rates of postage chargeable in Hongkong upon letters sent to France and countries through France will, in future, be as follows, viz.:—

To France, Algeria, the French Offices in Turkey (except Constantinople), and the Office at Tunis and Tangiers, 22 cents per ¼ ounce.

To Jaffa, Beyrouth, Tripoli (Syria), Latakia, Alexandretta, Messina, Rhodes, Smyrna, Mitylene, the Dardanelles, Gallipoli, Ineboli, Kerassoun, Salonica, Samsoun, Sinope, Sulina, Trebizond, Tultcha, Varna, Galatz, and Ibraila, 22 cents per ¼ ounce.

To *Spain* and *Gibraltar*, 24 cents per ¼ ounce.

To the Grand Duchies of Luxemburgh and Baden, Belgium, the Netherlands, Portugal, Rhenish Prussia, Bavaria, Wurtemburg, the Principalities of Hohenzollern, Birkenfeld, Hesse-Homburg, Lippe, Schwartzburg-Rudolstadt and Reuss, the Duchies of Nassau, Saxe-Coburg-Gotha and Saxe-Meiningen-Hildburghausen, Hesse-Electoral, Hesse-Darmstadt, the Duchy of Saxe-Weimar-Eisenach, the Free Cities of Frankfort-on-the-Maine, Hamburgh, Bremen, and Lubeck, Switzerland, and Italy, 26 cents per ¼ ounce.

To *Countries beyond Sea without distinction*, 28 cents per ¼ ounce.

To Prussia (Rhenish Provinces excepted), Hanover, Saxony, the Grand Duchies of Mecklenburgh Schwerin and Mecklenburgh Strelitz, Duchy of Brunswick, Grand Duchy of Oldenburg (the Principality of Birkenfeld excepted), the Duchy of Anhalt, the Austrian Provinces, Belgrade, *Servia* (Belgrade excepted), *Montenegro*, Schleswig and Holstein, 30 cents per ¼ ounce.

To Denmark, the Papal States and Austria, 32 cents per ¼ ounce.

To Moldavia, Wallachia, Turkey in Europe, Sweden, Norway, Poland, and Russia, 44 cents per ¼ ounce.

Pre-payment is compulsory in the case of Letters for Spain, Gibraltar, Countries beyond Sea, Servia (Belgrade excepted), and Montenegro.

Letters may be registered to all the above places, except Spain, Portugal and Gibraltar, and the Austrian Provinces; the fee for registration is the same amount as the postage on each letter respectively.

Newspapers and Prices Current cannot be prepaid.

F. W. MITCHELL,
Postmaster-General.

General Post Office,
Hongkong, 13th February, 1871.

It is hereby notified for general information, that the Postage on Letters addressed to Norway, when forwarded *via Southampton*, will henceforward be 36 cents for each half ounce which may either be paid in advance, or it may be left to be collected on delivery of the Letters. Unpaid Letters will be subject to an additional charge on delivery.

F. W. MITCHELL,
Postmaster General.

Extracts.

Crystallyne.

(From "Noble Love and other Poems," by Colin Rae-Brown.)

O take away the passion-cup!
I may not taste the sparkling wine,
Though told that in the quaffing up
There dwells an ecstacy divine.

I will not drown ennobling thought,
Or drive the reason from my brain,
The pleasure is too dearly bought
That bringeth after-grief and pain.

Kind Nature doth on us bestow
A gift more precious than the Vine,
And freely from her fountains flow
The glorious streams of Crystallyne.

Temptation bubbles o'er the Cup,
But I'll resist the fatal bliss,
Too well I know the quaffing up
Would only prove a Judas-kiss!

Border Minstrelsy.

(From the Life of Sir Walter Scott, Bart. By the Rev. George Gilfillan.)

There can be no doubt that the "Scottish Minstrelsy" exerted on poetry in general a most healthful influence. The book seemed a fresh well, a "diamond of the desert" newly opened amid the dry sandy wastes and brackish streams of a literary wilderness. Wordsworth's "Lyrical Ballads" had appeared a few years previously, but had hitherto made very little impression on the public mind. Lewis' "Tales of Terror," and translations from the German, had been over-stimulating, and were beginning to pall. It was not surprising that, in such a dreary dearth, a few bunches of wild flowers, culled as it were from the walls of a ruined castle, but with the scent of free winds, and the freshness of the dew, and the tints of the sun upon the leaves, shot suddenly into the hands of men, should attract notice and awaken delight; that while rejected by some of the fastidious, and the idolaters of Pope and Dryden, they should refresh the dispirited lovers of poetry; and that while the vain and the worldly passed them by, if they did not tear and trample them under foot with fierce shouts of laughter, the simple-hearted on both sides of the Border took them up and folded them to their bosoms. Had the "Minstrelsy" appeared as an original work, we doubt if it would have met with such success. But, issued under the prestige of antiquity, criticism was disarmed: the prejudice men feel in favour of the old was enlisted in behalf of the new, and the book assumed the interest at once of a birth and a resurrection. One main merit of these ballads lay in their relation to the period when they were sung, and in their thorough reflection of the manners, feelings, superstitions and passions, of a rude age. This, joined to the literary excellence possessed by most of its specimens, renders the old ballad by far the most interesting species of poetry. The interest springs from the society described in it,—a society composed of a few simple elements, of the baron's ha', the peasant's cot; the feudal castle, the little dependent hamlet beside it; the sudden raids made by one hostile chief upon another; the wild games, gatherings, and huntings which relieved ever and anon the monotony of life; the few travellers, chiefly pilgrims or soldiers, moving through the solitudes of the landscape; the Monastery with its cowled tenants, and the Minster with its commanding tower: from the glimpses given of an early and uncultivated nature; of dreary moors, with jackmen spurring their horses across to seize a prey; of little patches of culture shining like spots of arrested sunshine on the desolate hills; evening glens, down which are descending to their repose long and lowing trains of cattle from the upland pastures; and of ancient forests of birch, or oak, or pine, blackening along the ridges, half-choking the cry of the cataracts, and furnishing a shelter for the marauders of the time, if not also for the disembodied dead, or evil spirits from the pit: from the superstitions of that dark age,—ghosts standing sheeted in blood by the bedside of their murderers; fairies footing it to the light of the moon, and the music of the midnight wind; witches dwelling in caves communicating with hell; and portents of the sky—the new moon in the old one's arms, double suns, and tearless rainbows: and from the view supplied of fierce and stormy passions, boiling in hot aboriginal hearts, ever prompting to deeds of violence, yet mingled with the thrills of generous emotion, and touches of chivalric grace. Then there was the build of the ballad, so simple yet striking, full even in its fragmentariness, bringing out all main events and master strokes with complete success, often breaking off with an unconscious art at the very point where it was certain to produce the greatest effect; its very splinters, like those of aromatic wood, smelling sweetest at the fracture; its lyrical spirit, so changeful, gushing, birdlike; and its language, so native, simple, graphic, yet in its simplicity powerful, and capable of the grandest occasional effects; reminding you of an oak sapling, which in the hands of a strong yeoman has often turned aside the keen point of the rapier, dashed the claymore to the dust, and deadened the blow of the mighty descending mace. Not inferior, besides, to any of these elements of interest, is the figure projected on our vision of the Minstrel himself, wandering through the country like a breeze or a river at his own sweet will, with a harp, which is his passion, pride, and passport, in his hand; now pausing on the rustic bridge, and watching the progress of the haunted stream, which had once ran red with gore in some ancient skirmish; now seated on the mountain summit, and seeing in the castles, abbeys, and towers which dot the landscape on every side, as well as in the cottages, villages, braes, and woods, a subject for his muse; and now beheld in a tower or castle, which even then had been for centuries a ruin, silent in its age, like that solemn Kilchurn Castle, standing at the base of Cruachan like a hoary penitent before God, but soothed amidst remorse and anguish by the sympathetic murmur of the dark Orchay and the silver ripple of the blue Loch Awe,—meditating over other times, and passing his hand across his lyre at intervals, with a touch as casual and careless, yet music-stirring as that of the breeze upon the nettles and the ivy which in part adorn and in part insult the surrounding desolation,—or, to view, in another aspect still, the manifold minstrel, his figure seen now entering a cottage at eventide, and drawing the simple circle as if in a net around him, as he sings

"Of old, unhappy, far-off things,
And battles long ago,"

or as he touches the trembling chords of their superstition by some weird tale of *diablerie*; now admitted, like Scott's famous hero, into the lordly hall, and there surrounded by bright-eyed maidens, and stimulated by the twofold flatteries of sugared lips and generous wines, pouring out his high-wrought, enthusiastic, yet measured and well-modulated, strains; now meeting some brother bard, and exchanging by the lonely mountain wayside or in some rude hostelry their experience and their songs; now firing warriors on the morn of battle by some Tyrtæan ode; now soothing the soul of the departing soldier, as did Allan Bane Roderick Dhu, by some martial strain which seems to the dying ear the last echo of the last of a hundred fights; now singing his dirge, after his death; and now, in fine, himself expiring, with the whole fire of the minstrel spirit mounting to his eye, and with the harp and the cross meeting over his dying pillow, as emblems of his joy on earth and of his hope in heaven. In addition to these ideas, images, and associations, let us remember the fact that ballads have been, as Fletcher said long ago, the real laws of a country; that they have pervaded every rank of society; mingled like currents of air with men's loves, hatreds, enthusiasms, patriotic passions; passed from the lips of the minstrel himself to those of the ploughman in the field, the maid by the well, (singing, perchance, as in that exquisite scene in "Guy Mannering:"

"Are these the links of Forth, she said,
Or are they the crooks of Dee,
Or the bonnie woods of Warroch-head,
That I sae fain wad see,")

the reaper among the sheaves, the herdsman in the noontide solitude of the hill or in the snow-buried shieling, the babe in the nursery, or the little maid in her solitude—how strange and holy!—with God for her only companion, while wandering to school through woods and wildernesses, and the soldier resting after the fatigues of a day of blood, or returning to his mountain home when the wars are over, to the music of one of its own unforgotten songs. Who remember not the ploughman in "Don Quixote," who, as he goes forth to his morning labour, is singing the ancient ballad of "Ronces Valles?" And add still further, as an illustration of the power and charm of ballad poetry, that Homer, the earliest and all but the greatest of poets, was a ballad-maker; that Shakespeare condescended to borrow stanzas, and plots, and hints from old English ballads; and that many of our best modern poetic productions—Coleridge's "Christabel" and "Rime of the Anciente Marinere," Wordsworth's "Lyrical Ballads," Southey's "Old Woman of Berkeley," Allan Cunningham's best lyrics, Macaulay's "Lays of Ancient Rome," some of Tennyson's well-known verses, and innumerable more—are imitations in style, or in spirit, or in manner, or in all three, of those wild, early, spontaneous, immortal strains. Specially did the "Lay of the Last Minstrel" and its successors spring naturally from the "Minstrelsy of the Scottish Border."

Twenty Thousand Dollars paid for a Wife.

The aristocratic circles of Long Island are just now in a state of excitement over a scandal which has occurred among them. Some years ago a Mr. ——, a gentleman somewhat advanced in years, married a Miss ——, a young and fascinating woman. As is too often the case, the diversities of age developed an incompatibility of temperament. The wife, on returning home to Long Island to her friends, cut a decided swell in society, if I may be pardoned the vulgarism, and seemingly waxed anything but thin over the absence of her legal lord. Among others who were captivated by her charms was a Mr. ——, a young man belonging to one of the oldest and largest firms in New York. He became desperately in love with the lady, and finally wrote to her husband, offering to give him 20,000 dollars cash down for his wife, he permitting her to procure a divorce on the ground of desertion. The offer was accepted, report says, with alacrity. In due time the wife procured a divorce, and purchased a house, her next intending husband superintending the purchase, and, as is supposed, paying the purchase money. Her brother took charge of the establishment, and everything went on at a swimming rate. After a time the lady went abroad, and became, as it is claimed, the wife of a new admirer. Meanwhile her brother continued to supply the house on a liberal scale, the butcher, baker, and candlestick maker honouring his orders under the expectation that the lady's new husband would settle all bills which might remain unpaid when the marriage should be consummated. But this was a superstition contrary to fact. Having vainly appealed to the relatives and family pride on both sides to foot their long bills, the butcher, baker, and candlestick maker have now begun suits against the new husband, to the great amusement of some and annoyance of others. As the matter stands, it affords about as lively a sensation as the scandal-mongers have got hold of for some time past.—*Chicago Tribune.*

"Running Cunning."

(*Pall Mall Gazette.*)

There is one point in connection with the abolition of the practice of purchase by Royal warrant which places Mr. Gladstone's supporters in rather an awkward predicament. Of late the conduct of the Opposition with reference to the Ballot Bill has excited the fiercest indignation in the heart of the *Telegraph* and other admirers of Mr. Gladstone, and this indignation has found vent in inveighing against the proceedings of those who have "strained the forms of the House" to the utmost in order to defeat a measure which they disapprove. Yet Mr. Gladstone in taking advantage of an obsolete prerogative of the Crown to compass his own ends, has "strained the forms of the Constitution" in a far greater degree than the opponents of the Ballot Bill, who have simply "strained the forms" of the House. If, therefore, it is necessary, as it is urged, to revise the forms of the House in order that they may not be strained for the purposes of factious opposition, it is equally necessary to revise the forms of the Constitution in order that they may not be stretched for the purpose of carrying out the wishes of a Minister who finds himself unable to induce Parliament to sanction his proposals. The truth is, that owing to the absence of common sense and geniality which now marks our public proceedings, there is a growing tendency both in the House and out of it to have recourse to those means of attaining any desired object known by a term used in the coursing field when applied to greyhounds as "running cunning." This term is used when dogs, instead of following honestly each turn of the hare, make short cuts for the purpose of grabbing their victim. The Rev. Bee Wright "runs cunning" when he takes advantage of an "ancient statute" to persecute and prosecute small tradesmen. The Opposition "runs cunning" when they talk against time and spin out their arguments to impede the course of the Ballot Bill. Last, but not least, Mr. Gladstone has "run very cunning," with his Royal warrant. But all this is ignoble sport, and those who take to these objectionable habits acquire an evil reputation even in the kennel.

For the correction of certain crying evils, the Boston *Gazette* looks, not to woman suffrage, which it opposes, nor to public morality, which opposes it, but to "the eternal equipoise between right and duty." When Mr. Plato devised his model "Republic," "eternal equipoise" was not in the market; hence his clever conception was somewhat imperfect. If Sir Thomas More could have got hold of some "eternal equipoise" for his Utopia, that country also would have been a more desirable place for a summer residence. It is to be hoped there is a lot of it stored up somewhere, that the Government can obtain at reasonable rates. What a political blessing it would be to this distracted land if some voyager should discover an island coated as thickly with deposits of "eternal equipoise" as some others are with guano!

If there is any one thing that is more pleasing than other things equally agreeable, it is the musical criticism of the daily newspaper. Compared with this, the lusty trumpeting of a jackass in love is flatly uninteresting, and the steely squawking of a tortured mill-saw is baldly dreary. We could sit all day and read such things as this, from the *Bulletin's* critique of *Un Ballo in Maschera*: "Her vocalization of the native *arias* of the part she assumes was exquisite in its way, pointed, arch and bright." Now, by "vocalization," we suppose our critic means singing, but having been reared on a "high plane of intellectuality," he is above calling it that. "Native *aria*" we do not feel quite sure about, and will pass it. But how can singing be "pointed?" If it is pointed, how can it be "arch?" But admitting that it is both pointed and arch (an ordinary Gothic window will assist the imagination), how the demon can it be also "bright?" But supposing it to combine the three qualities (by putting glass in your Gothic window, and a wax candle behind the glass, you can form a tolerable conception of it), it yet remains for the critic to explain *why* he has dragged the unfortunate vocalist before a heartless public. Out of compassion for this lady whose suffering our critic has so basely detailed, we have carefully suppressed her name—which is Ridgeway—and have scrupulously avoided all allusion to her probable malady—which is insanity of the larynx. We regret that we cannot exercise a similar forbearance with regard to the critic himself; but his is so peculiar a disease that in the interest of science we feel it our duty to mention it. He suffers from intellectual constipation, aggravated by a flux of words.

TATHAM'S BRANDY in 1 doz. cases.
,, SHERRY ,, 3 ,,
,, PORT ,, 2 ,,
,, CLARET ,, 1 ,,
BIRLEY & Co.

DENT & CO.'S ESTATE.

A FOURTH DIVIDEND of Two per cent. on all Claims against the above Estate admitted by the Trustees, will be paid at their Office, No. 7, Pedder's Hill, on the First Day of August next.

tf 1160 Hongkong, 27th June, 1871.

HAWKINS'S HORSE REPOSITORY,
Rear of Murray Barracks, Hongkong.

HORSES received on LIVERY.
Horses BROKEN to Harness.
HORSES, PONIES, HARNESS and CARRIAGES, for Sale. *Also,*
Best quality of HAY, OATS, GRAM, BARLEY, and Indian CORN, for Sale.
HORSES and CARRIAGES for Hire.
PONIES do. do. do.
HORSE SHOEING on the most improved principles, under his own superintendence.

T. E. HAWKINS.
(*Late Farrier-Major, Bengal Horse Artillery*).

N.B.—All Diseases of the Horse attended to.
tf 559 Hongkong, 11th August, 1871.

NOW READY.

THE HOUSEHOLD COMPANION
AND
STUDENT'S FIRST ASSISTANT,

By Dr. DEVAN, with many Additions, Corrections, and Dr. WILLIAMS' Orthography.
PRICE: In Paper Wrappers, ...$1.50
Neatly Bound, ... $2.00
Apply at the *Daily Press* Office.

Insurances.

PACIFIC INSURANCE COMPANY,
OF SAN FRANCISCO, CALIFORNIA.

LOSSES payable without extra charge in SAN FRANCISCO, NEW YORK, LIVERPOOL, or LONDON.
MERCHANDISE with average accepted at current rates by STEAMERS and strictly A 1 SAILING VESSELS.
OVERLAND RAILROAD.
Risks Free of Particular average accepted from SAN FRANCISCO to any city in the UNITED STATES not south of ST. LOUIS, by RAIL, at one half per cent. net.

RUSSELL & Co.,
Agents,
tf 970] *Hongkong and Shanghai.*

COMPAGNIE LYONNAISE D'ASSURANCES MARITIMES.

Société anonyme libre au Capital de 6,000,000 de francs (un quart versé.)

THIS Company, being associated for purposes of Marine Insurance in the Far East, with the
LLOYD FRANCAIS, Capital of 6,000,000 frcs.,
And with the CIE FRANCAISE D'ASSURANCES MARITIMES,
Capital of.......................5,000,000 frcs.,
Offers to the ASSURED the Security of a collective
Capital of.......................17,000,000 frcs.
Agencies established, and Policies made payable in Lyons, Paris, London, Marseilles, Calcutta, Bombay, Yokohama, Hongkong and Shanghai.
The undersigned having been appointed Agents in China for the above-named Company, are prepared to accept Marine risks, foreign or coastwise, at current rates.

RUSSELL & Co.
tf 1377 Hongkong, 23rd July, 1870.

CHINA AND JAPAN MARINE INSURANCE COMPANY.

THIS Company grants Policies on Marine Risks at the established local Rates, to all parts of the World.
In addition to the usual brokerage, thirty per Cent. (30°/o) of the Profits will be returned as Bonus to all contributors of business, whether Shareholders or not, rateably in proportion to the amount of Net Premia contributed.
No Policy Fees charged.

WM. PUSTAU & Co.,
Agents.
tf 1402 Hongkong, 27th July, 1870.

LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE.
137, LEADENHALL STREET, LONDON.
ESTABLISHED 1843.

THE Undersigned is authorised to accept risks on behalf of this Office, by First Class Steamers and Sailing Ships.

A. McIVER, *Agent.*
tf Hongkong, 1st July, 1867.

THE LONDON ASSURANCE
INCORPORATED BY ROYAL CHARTER
OF
HIS MAJESTY KING GEORGE THE FIRST,
A.D. 1720.

THE undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—
MARINE DEPARTMENT,
Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.
FIRE DEPARTMENT,
Policies issued for long or short periods at current rates.
LIFE DEPARTMENT.
Policies issued for sums not exceeding £5,000 on reasonable terms.

HOLLIDAY, WISE & Co.
tf 1927 Hongkong, 1st November, 1870.

THE LIVERPOOL AND BOMBAY TRADERS' INSURANCE COMPANY.

THE undersigned having been appointed Agents for the above Company at this port, are prepared to grant Policies against Marine Risks at current rates.

HOLLIDAY, WISE & Co.
tf 777 Hongkong, 25th April 1870.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at Current Rates.

HOLLIDAY, WISE & Co.
tf 1958 Hongkong, 15th October, 1868.

MERCHANT'S MUTUAL MARINE INSURANCE COMPANY OF SAN FRANCISCO.

ENGAGED EXCLUSIVELY IN MARINE INSURANCE.
Paid up Capital—$500,000.00.

THE Undersigned having been duly appointed Agents of the above Company, are prepared to accept Marine Risks on the usual terms

OLYPHANT & Co.
tf 1292 Hongkong, 2nd July, 1869.

OCEAN MARINE INSURANCE COMPANY, LONDON.

INCORPORATED 1859.

CAPITAL, £1,000,000.

THE Undersigned having been appointed Agents for the above Company, are prepared to accept Marine Risks and issue Policies at current rates.

AUGUSTINE HEARD & Co.
tf 1351 Hongkong, 7th June, 1867.

NOTICE.

BRITISH AND FOREIGN MARINE INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed Agents of the above Insurance Company, are prepared to issue Policies against Marine risks on Freight and Cargo at Current rates, subject to a discount of 15°/o.

BUTTERFIELD & SWIRE.
tf 1753 Hongkong, 1st October, 1870.

IMPERIAL FIRE INSURANCE CO.

FOR Insuring Houses and other Buildings, Goods, Wares, Merchandise, Manufacturing and Farming Stock, Ships in Port, Harbours, or Dock, and the Cargoes of such Ships; also, Ships Building and Repairing; Barges and other Vessels on Navigable Rivers and Canals, and Goods on board such Vessels, throughout Great Britain and Ireland, and in FOREIGN COUNTRIES, FROM LOSS OR DAMAGE BY FIRE.
The Undersigned, Agents for the above Company, are prepared to grant Policies against FIRE to the extent of $60,000 on any one First Class Risk.

GIBB, LIVINGSTON & Co.
Hongkong, 1st January, 1867.

NOTICE.

IMPERIAL FIRE OFFICE.

FROM and after this date the following rates will be charged SHORT PERIOD Insurances, viz:—
Not exceeding Ten days ⅛ of the annual rate
Not exceeding 1 month ¼ of the annual rate
Above 1 month, and not exceeding............ 3 ,, ½ do. do.
Above 3 months and not exceeding............ 6 ,, ¾ do. do.
Above 6 months the full annual rate.

GIBB, LIVINGSTON & Co.,
Agents, Imperial Fire Insurance Company.
tf 675 Hongkong, 13th August, 1869.

THE ROYAL EXCHANGE ASSURANCE OF LONDON.

THE Undersigned having been appointed Agents of the above Corporation, are prepared to grant Policies against Fire at current rates.

BUTTERFIELD & SWIRE,
Agents, 4, Praya.
tf 1569 Hongkong, 26th August, 1870.

HONGKONG INSURANCE COMPANY, 1868.

THE undersigned having been appointed Agents of the above Company, are prepared to issue Marine Policies on the usual terms to the extent of £10,000, on any first class risk.

A. G. HOGG & Co.
tf 538 Hongkong, 17th March, 1869.

Insurances.

PACIFIC INSURANCE COMPANY,
SAN FRANCISCO.

THE Undersigned, Agents for the above Company, are prepared to grant POLICIES against Fire on Buildings and Goods, at current rates.

RUSSELL & Co.
tf 366 Hongkong, 7th February, 1867.

PACIFIC INSURANCE COMPANY OF SAN FRANCISCO.

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RUSSELL & Co.
tf 573 Hongkong, 2nd March, 1867.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.

POLICIES granted on *Marine Risks* to all parts of the World, at current rates.
In addition to the usual brokerage, this Association returns to the assured *Twenty per cent. of its yearly profits*, divided *pro rata* to the net premium contributed.

RUSSELL & Co.,
Secretaries.
tf 1089 Hongkong, 1st January, 1870.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above-named Company, are prepared to grant Policies gainst Sea Risks at current rates.

RUSSELL & Co.
tf 1022 Hongkong, 1st April, 1865.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

FROM and after this date the following rates will be charged on SHORT PERIOD Insurances, viz:—
Not exceeding 1 month ¼ of the annual rate
Above 1 month, and not exceeding............ 3 ,, ½ do. do.
Above 3 months and not exceeding............ 6 ,, ¾ do. do.
Above 6 months the full annual rate.

GILMAN & Co., *Agents,*
North British & Mercantile Insurance Company.
tf 696 Hongkong, 7th April 1868.

NOTICE.

THE QUEEN INSURANCE COMPANY.

THE following rates will be charged in future for SHORT PERIOD Insurances, viz:—
Not exceeding 10 days, ⅛ of the annual rate.
Not exceeding 1 month, ¼ do. do.
Above 1 month and not exceeding 3 months... ½ do. do.
Above 3 months and not exceeding 6 months... ¾ do. do.

NORTON, LYALL & Co.,
Agents the Queen Insurance Company.
tf 242 Hongkong, 22nd January, 1870.

THE QUEEN INSURANCE COMPANY.

CAPITAL,—TWO MILLION STERLING.

THE Undersigned having been appointed Agent for the above Company at this port, is prepared to grant Policies against Fire, to the extend of £10,000, on Buildings or on Goods stored therein.

NORTON, LYALL & Co.
tf 241 Hongkong, 22nd January, 1870.

THE GUARDIAN FIRE AND LIFE ASSURANCE COMPANY.
No. 11, LOMBARD STREET, LONDON, E.C.
ESTABLISHED 1821.
And empowered by special Acts of Parliament.

Subscribed Capital—£2,000,000, *Sterling.*

THE Undersigned having been duly appointed Agents for the above Company, are prepared to take risks against Fire, on the usual terms.

OLYPHANT & Co.
tf 2317 Hongkong, 7th December, 1869.

IMPERIAL FIRE INSURANCE COMPANY
REDUCTION IN THE RATES OF PREMIUM.

UNTIL further notice the following Annual Rates will be charged for Fire Insurance viz:—
Detached & semi-detached Dwelling Houses removed from town, and their contents. ½ per cent.
Other dwelling Houses, used strictly as such, and their contents. ¾ per cent.
Godowns, Offices, Shops, &c., and their contents. 1 per cent

GIBB, LIVINGSTON & Co.,
Agents Imperial Fire Insurance Company
tf 864 Hongkong, 7th March, 1865.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
REDUCTION IN THE RATES OF PREMIUM.

Detached & semi-detached Dwelling Houses, removed from town, and their contents. ½ per cent. per annum
Other dwelling Houses used strictly as such, and their contents. ¾ ,,
Godowns, Offices, Shops, &c., and their contents. 1 ,,

GILMAN & Co.,
Agents, North British and Mercantile Insurance Company.
tf 886 Hongkong, 10th March, 1865.

NOTICE.

FROM and after this date the following rates will be charged for SHORT PERIOD Insurances, viz:—
Not exceeding Ten days ⅛ of the annual rates
Not exceeding 1 month ¼ do. do.
Above 1 month, and not exceeding three months ½ do. do.
Above 3 months, and not exceeding six months.... ¾ do. do.
Above six months the full annual rate.

JARDINE, MATHESON & Co.,
Agents, Alliance Fire Assurance Company.
tf 678 Hongkong, 26th August, 1869.

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of $40,000, on Buildings, or on Goods stored therein.

DOUGLAS LAPRAIK & Co.
tf 717 Hongkong, 9th November, 1868.

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents of the above Company at this Port, are prepared to grant Policies against Fire to the extent of $60,000 on Buildings, or on Goods stored thereon.

GIBB, LIVINGSTON & Co.
tf Hongkong, 24th August, 1864.

NOTICE.

ROYAL INSURANCE COMPANY.

THE annual rates for Fire Insurance on the various classes of Buildings and their contents will remain as follows until further notice, viz:—
Detached and semi-detached Dwelling Houses (removed from the town) and their contents. ½ per cent
Other Dwelling Houses (similarly situated) and their contents ¾ percent.
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Other Risks by Special arrangement.
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Above 3 months, and not exceeding............ 6 ,, ¾ ,,
Above 6 months, the full annual rate of 1 ,,

ROBT. S. WALKER & Co.,
Agents, Royal Insurance Company,
tf 1763 Hongkong, 13th September, 1869.

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AUGUSTINE HEARD & Co.
tf 471 Hongkong, 6th March, 1868.

UNIVERSAL MARINE INSURANCE COMPANY, LIMITED, (OF LONDON).

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Ararat, Hiddink	Ned. bk	434	D. Sassoon & Co	
Audax, Robertson	Amr. bk	371	Melchers & Co	
August Reimers, Reimers	N. G. sch	212	Bourjau, Hubener & Co	
Ayrshire, Wewczer	Siam. bk	239	Chinese	
Aztecs, Varey	Brit. bk	394	Bourjau, Hubener & Co	
Bertha, R. Rose	N. G. bk	205	Wm. Pustau & Co	
Bertie, Le Conteur	Brit. bk	470	Landstein & Co	
Birdston, Hunter	Brit. sh	698	Carlowitz & Co	
Burdwan, W. Ray	Brit. sh	803	Gilman & Co	
Burra Noorfol, Young	Siam. bk	360	Chinese	
Callao, Arauco	Peru. sh	1040	Order	
Canton, Hiemsoht	Siam. sh	779	Chinese	
Cecile & Marie, Le Bout	Fren. bk	429	Grun & Co	
Chanticleer, Taylor	Brit. bk	392	Siemssen & Co	W'poa & London
Clementia, Harding	Brit. bk	326	J. S. Hook, Son & Co	
Courier, Osmont	Brit. bk	362	Landstein & Co	
Diamond City, Buchholdt	Siam. bk	442	Chinese	
Diamant, Lorange	N. G. bk	253	Melchers & Co	
Diana, Jambsen	N. G. bg	168	Arnhold, Karberg & Co	
Doon, Monroe	Brit. bk	284	Captain	
Duc de Malakoff, Radanac	Fren. bk	455	Grun & Co	
Edwin Bassett, Dickenson	Brit. bk	413	Chinese	
Enterprise, Leyser	Siam. bk	488	Chinese	
Eole, Borcheron	Fren. bk	300	F. Degenaer	
Europa, Hansen	N. G. sh	800	Wm. Pustau & Co	
Falcon, Turley	Siam. bk	300	Chinese	
Feiga, Lauridsen	Dan. bk	270	Olyphant & Co	New York
Fetisch, Greiff	N. G. bk	456	Bourjau, Hubener & Co	
Fiorella, Peabody	Amr. bk	886	Aug. Heard & Co	
Flying Fish, Reeves	Siam. bk	303	Chinese	
Formosa, Paulsen	N. G. bk	270	Melchers & Co	
Francois Felix, Ballard	Fren. bk	354	Grun & Co	
Frits & Anton, Klamp	N. G. sch	253	Wm. Pustau & Co	
Gravina, Barcelot	Span. bk	246	Remedios & Co	
Gaviota, Roscason	Brit. sch	150	Jardine, Matheson & Co	
Georges, Grant	Brit. sh	818	Carlowitz & Co	
Georges, Dubois	Fren. bg	173	F. Degenaer	
Georg, Shirlow	N. G. sch	168	Ed. Schellhass & Co	
Glimt, Lorange	Nor. bk	250	Siemssen & Co	Tientsin
Hohenzollern, Hashagen	N. G. bk	300	Order	
Hongkong, Yriberri	Peru. bk	448	Wm. Pustau & Co	
Hop-seng, Bastian	Siam. bk	259	Chinese	
Iris, Hansen	N. G. sch	215	Wm. Pustau & Co	
Isabella Ridley, MacRae	Brit. bk	345	Bourjau, Hubener & Co	
Japan, Kefersrein	N. G. sch	215	Siemssen & Co	
Jennie Eastman, Getchell	Amr. sh	1156	Order	
Johann Carl, Haselkop	N. G. bk	398	Melchers & Co	
Joseph Clark, Carver	Amr. sh	1308	Russell & Co	San Francisco
Jose y Maria, Aguerre	Span. bk	243	Grun & Co	
Julia Ann, Baker	Amr. bk	393	Wm. Pustau & Co	
Killarney, Home	Brit. bk	432	Birley & Co	
Landdrost Braun, Harten	N. G. bk	313	Bourjau, Hubener & Co	
Laurita, Oelrichs	Brit. sch	234	Melchers & Co	
Leela, Elonuto	San S. sh	910	Orlano	
Lizzie, Olsen	N. G. bk	319	Arnhold, Karberg & Co	Saigon
Ly-ee-moon, Rasmussen	Brit. bk	425	S. E. Burrows, Sons & Co	
Marie Helene, Warnkes	N. G. bk	273	Melchers & Co	
Martin, Dall	N. G. bk	636	Siemssen & Co	Sourabaya
Mary Hamilton, Mitchell	Brit. bk	312	Russell & Co	Melbourne
M. Lopez, Ugarte	Span. sch	271	Remedios & Co	Manila
Mikado, Lempfert	N. G. bk	340	Wm. Pustau & Co	
Mille Tonnes, Menard	Fren. bk	245	Grun & Co	
Minnie Graham, J. Veal	Brit. bk	273	Captain	
Moonlight, Jorgensen	Siam. sh	647	Chinese	
Mysore, Got	Fren. bk	443	F. Degenaer	
Nancy, Mangat	Fren. bk	57[illegible]	Kessowjee & Co	Bombay
Naples, F. A. Strandberg	Rus. sh	920	Landstein & Co	Havana
Neville, Hemsworth	Brit. bk	749	D. Lapraik & Co	
Nile, Ludemann	Brit. bk	290	Thos. Howard	
Omar & Julie, Franc	Fren. bk	287	Grun & Co	Adelaide
Onward, Anton	Brit. bk	571	Order	
Onward, White	Brit. sh	906	Rozario & Co ¶	Sydney, &c.
Oscar Vidal, Kassell	N. G. bk	252	Siemssen & Co	
Oscar, Kiolecob	Dan. bk	280	Wm. Pustau & Co	
Paulista,	Fren. sh	510	Grun & Co	
Peru, A. Essagoet	Peru. bk	594	Captain	
Prosperity, Domsky	Siam. bk	473	Order	
Q. of England, Laurent	Siam. bk	542	Chinese	
Record, Simpson	Brit. bk	487	Russell & Co	
Robert Fletcher, E. Brown	Brit. bk	535	Russell & Co	New York
S. Francisco, Schierenburg	N. G. sch	234	Wm. Pustau & Co	
Santa Sancha, Favacho	Port. bk	311	Order	
Selina Jane, Thomas	Brit. bg	216	Landstein & Co	Saigon
Shirley, Wilcomb	Amr. sh	1049	Aug. Heard & Co	
Siam, Olsen	Siam. bk	225	Chinese	
Siam, Francescan	Swed. bk	303	Siemssen & Co	
Siamese Crown, Wett	Siam. sh	639	Chinese	
Stephanie, Schutt	N. G. bk	299	Melchers & Co	Newchwang
Slyphide, Garrioch	Brit. bk	295	Chinese	
Strathmore, Tomlins	Brit. bk	450	Gilman & Co	
St. Pauli, Droscher	Fren. bk	525	Olyphant & Co	New York
Sumatra, Kullen	Amr. sh	1072	Aug. Heard & Co	San Francisco
Thetis, Oeltermann	N. G. bk	240	Wm. Pustau & Co	
Thorkild, Anderson	N. G. bg	164	Arnhold, Karberg & Co	Tientsin
Twee Gebroeders, Mann	Ned. bg	276	Bourjau, Hubener & Co	
Tyburnia, Stephens	Brit. sh	984	Arnhold, Karberg & Co	
Vesta, R. Direks	N. G. bk	365	Russell & Co	
V. de Rivadavia, Castillo	Span. bk	261	Brandao & Co	
Westbury, Cook	Brit. bk	329	Chinese	
Whirlwind, Graham	Brit. sh	865	P. M. S. S. Co	
Woodbine, Ware	Brit. bk	251	Carlowitz & Co	
Receiving Vessels & Hulks.				
Chase, Webster	Pow. Mag	283	Harbor Master	
Fort William, Purchase	Hulk	1000	P. & O. Co	
John Adams, J. Halloran	Hulk	818	Water Police	
WHAMPOA.				
Steamers.				
Azof, Punchard	Brit. str	700	Landstein & Co	
Staunch, Happer	Brit. str	130	Ed. Norton	
Sailing Vessels.				
A. L. Fanfield, Sherris	Brit. sh	744	D. Lapraik & Co	New York
Ambassador, Duggan	Brit. sh	694	D. Lapraik & Co	
Araby Maid, Porter	Brit. sh	897	Gibb, Livingston & Co	Hamburg
Berend, Temme	N. G. bk	350	Bourjau, Hubener & Co	
Emulation, Watkins	Brit. bk	291	Bourjau, Hubener & Co	Hamburg
Glance, Lusby	Brit. sh	888	Aug. Heard & Co	New York
Golden Dragon, Hock	Brit. bk	505	Chinese	
Jeanne Alice, Moutier	Fren. sh	1028	Landstein & Co	Saigon
Johanne, Bunje	N. G. sh	745	Ed. Schellhass & Co	
Jurgen Bruhn, Iverse	N. G. sh	738	Order	
Lochnaw, Urquhart	Brit. bk	277	Grun & Co	
Otter Cape, Peart	Brit. bk	580	Siemssen & Co	London
Spartan, Carphin	Brit. bg	213	Grun & Co	Tientsin
Sophie, Ohlsed	N. G. bk	210	Bourjau, Hubener & Co	
Stord, Kramer	Nor. bk	310	Gibb, Livingston & Co	
Veritas, Stahre	Swed. bk	268	F. Degenaer	Tientsin
Veronica,	Brit. bk	332	Gilman & Co	
SHANGHAI.				
In port on 25th August, 1871.				
The names of the numerous steamers, tugs small craft and receiving hulks employed on the Yang-tsze are not included in this table.				
Amoor, Glashen	Brit. bk	303	Master	
Ariel, Talbot	Brit. sh	859	Gibb, Livingston & Co	London
August, Rus	N. G. bk	274	Ed. Schellhass & Co	
Avon, Scott	Brit. sh	677	Gibb, Livingston & Co	London
Caller Ou, Rea	Brit. sh	764	Jardine, Matheson & Co	London
Charley, Sclavo	Brit. bk	391	Fraser & Co	
City of Aberdeen, Clarke	Brit. sh	551	Gibb, Livingston & Co	London
Clara Babuyan, Holmes	Brit. bk	357	Frazer & Co	
Craig Ellachie, Bentley	Brit. bk	226	Morris, Lewis & Co	
Cutty Sark, Moodie	Brit. sh	921	Gilman & Co	London
Ellen Lewis, Hellon	Brit. bk	336	J. S. Baron	London
Endeavour, Warland	Amr. sh	960	Russell & Co	New York
Enterprise, Schmidt	Amr. sch	113	Morris, Lewis & Co	
Esmeralda, Keppelman	N. G. bk	400	Order	
Felicie, Borche	N. G. sch	231	Bourjau, Hubener & Co	
F. la Roquette, Monnier	Fren. bk	358	B. Tellenue	
Goliah, D. Tosildah	Siam. bk	542	Choon Seng & Co	
Golden State, Delno	Amr. sh	944	Smith, Archer & Co	New York
Guinevere, Spence	Brit. sh	879	Jardine, Matheson & Co	London
Hammonia, Weller	N. G. bk	423	Olyphant & Co	San Francisco
Kedron, Howitt	Brit. bk	373	Olyphant & Co	New York
Lord of the Isles, Petrie	Brit. sch	317	A. Dent & Co	
Maria, Diss	Rus. sh	637	Master	
Martha, Koch	N. G. bk	236	Ed. Schellhass & Co	
Maria Alexandria, Bally	Brit. bk	293	Order	
Neva, Mannerins	Fren. sh	617	Messageries Maritimes	
Norfolk, Barey	Brit. bk	294	Master	
Pallas, Luders	N. G. bk	526	Wm. Pustau & Co	
Polar Star, Barber	Brit. bk	314	Fraser & Co	
Pons Ælii, Wetherall	Brit. bk	245	Chapman, King & Co	
R. H. Jones, Williams	Brit. bk	302	J. S. Baron	
Radama, Maumus	Fren. sh	477	Lindsay and Head	
St. Paul, Otten	Siam. bk	290	Order	
Serica, Jones	Brit. sh	707	Birley, Worthington & Co	New York
Taunton, Chalmers	Brit. sh	637	Siemssen & Co	
Therese Behn, Steffens	N. G. bk	406	Order	
Thyatira, Mackay	Brit. sh	961	Fraser & Co	
Tonbridge, Pizzey	Brit. sh	854	Holliday, Wise & Co	
Tuck Sing, Marshall	Brit. bk	388	Jardine, Matheson & Co	
Victoria Nyanza, Jones	Brit. sh	1022	Fraser & Co	
Willy Rickmers, Stolt	N. G. bk	797	Olyphant & Co	New York
YOKOHAMA.				
In port on 19th August, 1871.				
Aden, Andrews	Brit. str	812	P. & O. S. N. Co	
Alumina, Bruce	Brit. sh	690	Hudson, Malcolm & Co	
Bertha Marion, Ager	Brit. bk	530	Hudson, Malcolm & Co	
Chieftain, McMinnes	Brit. str	900	Findlay, Richardson & Co	Hongkong
Corinne, Leidman	Brit. bk	395	E. C. Kirby	Hakodadi
Coringa, Hanssard	Brit. str	346	Jardine, Matheson & Co	
Dunedin, Macmillan	Brit. sh	1299	Adamson, Bell & Co	
Eastern Isles, Knight	Brit. str	407	Schultz, Reiss & Co	
Fiery Cross, Murray	Brit. sh	694	Jardine, Matheson & Co	
Flying Spur, Barnett	Brit. sh	735	Jardine, Matheson & Co	New York
Foreningen, Bergland	Swed. sh	950	P. & O. Co	
F. Nightingale, Cameron	Brit. sh	404	Jardine, Matheson & Co	
Frederick, Sutsien	N. G. bk	262	Schultz, Reiss & Co	
Gaubbo, Hilts	Brit. bk	370	Walsh, Hall & Co	San Francisco
Hopewell, Parsons	Brit. bk	578	Sassoon, Son & Co	
Inverary, Hutton	Brit. bk	284	Aspinal, Cornes & Co	New York
James Paton, Allison	Brit. bk	495	Walsh, Hall & Co	
Jylland, Dahlberg	Dan. bk	267	Fraser & Co	
Malacca, Kilgour	Brit. str	1200	Jas. C. Fraser & Co	
Midnight, Brock	Amr. sh	838	Order	
Mowtan, Hussey	Amr. str	448	Walsh, Hall & Co	
Naworth Castle, Linklater	Brit. bk	549	Aspinal Cornes & Co	
Niphon, Varyk	Ned. bk	220	Caret, Lels & Co	
Thabor, Brown	Jap. str		Japanese Government	
Thomas Wood, Gibson	Brit. bk	590	Schultz Reiss & Co	
Tokei Maru, Knowles	Amr. str	1400	Aug. Heard & Co	
Wanderer, Taylor	Brit. sch	70	Captain	

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